DEMAND XI—PUBLIC WORKS DEPARTMENT INCLUDING WATER WORKS AND DRAINAGE—(*contd.*)

Motion No. 405 to 408.

MR. VARKALA K. MADHAVAN: In view of the announcement made by the Dewan this morning, I do not move motions Nos. 405 to 408.

Motion No. 409.

MR. P. KUNJUKRISHNAN: Sir, I move to reduce the allotment of Rs. 4,500 for travelling allowance by Re. 1. My object is to discuss about the local needs.

PRESIDENT: The idea underlying the announcement made by Government and the reason why I reiterated it today was that hence forward a programme relating to P. W. D. Works will be somewhat like this. The honourable members representing particular constituencies will discuss with the members of the Committee their needs. There may arise problems such as clearing of swampy area, canal versus roads, big and small roads. South Travancore needs, North Travancore requirements, Central Travancore problems etc. It is very difficult for Government to say which is urgent, which is less urgent, which should be first undertaken etc. It is in order to arrive at some kind of harmonious adjustment from year to year, the announcement of a Public Works Department Committee has been made. The honourable member is of course at liberty to ventilate the needs of his locality here. Obviously, that will be transmitted to the committee for disposal. Let it not be understood that I am ruling out any discussion relating to local needs. Notwithstanding the appointment of a Committee, every member is at liberty to put forward any claim in regard to his local needs. That is the result of the announcement.

MR. P. KUNJUKRISHNAN: In view of the announcement I have only to bring to the notice of Government a few important works which require immediate attention at the hands of the Department.

MR. E. P. VARGHESE: When a cut motion relating to local needs had been moved and discussed, is it in order to move another cut motion to represent local needs?

PRESIDENT: There is one aspect for consideration. The local needs of one member may not be the local needs of another member. Under such circumstances, each member will have to state his own local needs.

MR. E. P. VARGHESE: Then all the members have to state their local needs.

PRESIDENT: Therefore it is I said it is a matter of some difficulty.

MR. P. KUNJUKRISHNAN: Speaking about the needs of the Quilon town, I may submit that the roads in Quilon are in a very bad condition throughout the year. I do not know why the roads in such an important town should be kept in that fashion.

With regard to the iron bridge, I submit that it is a very important bridge situated in the heart of the town. It is now in a damaged

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condition and buses are not able to ply along that bridge. The department has taken up the construction from a long time past. But so far nothing satisfactory has been done with regard to that bridge. On account of the damaged condition of the bridge, the public are put to very much inconvenience.

At Kottarakara, the necessity of a bridge on the Kallada river on the Kottarakara-Sasthankotta road has been brought to the notice of Government for a long time past. Memorials and representations were sent to Government on this behalf. On the 14th of Karkatakam 1112, the importance of the bridge was brought to the pointed attention of the Dewan and the people were given the assurance that the work of the bridge will be taken up next year, if not the same year. It was the honourable the Legal Remembrancer who was a non-official member then that led the deputation. But nothing has been done sor far.

Then another point which I wish to urge is the necessity of a bridge at Thevalli, the connecting portion of Quilon with Perinad. I am fully aware that it must be a pretty big scheme. One of our former Dewans, the late lamented Mr. Watts was convinced of the necessity for a bridge there which must necessarily add to the prosperity of the town of Quilon and the pakuthies surrounding it. This scheme is worth considering as early as possible.

Speaking about roads in Kottarakara, there is general complaint that the Department does not give as much attention as is necessary. The Taluk being a hilly region and the people being agriculturists, the necessity of good and cartable roads there must engage the immediate attention of the Department. I may refer to only one or two roads. There is the Kottarakara-Euzhukone road which has a distance of only 3 miles. Of this 2 miles have been made cartable by the public and there is only the remaining one mile to be made cartable. The public were given the assurance that this one mile road would be repaired and made cartable very soon. But nothing has been done so far. I may submit that this is a very important road so far as Kottarakara taluk is concerned. There are two feeder roads to this road. They are very long in distance. That shows the importance of this road. It connects the interior parts of Kottarakara with the Railway Station. I request that the attention of the Department may be directed towards this road at as early a date as possible.

With regard to the Kottarakara-Puthur road also I may submit a word. It has a distance of 4 miles. The people of the locality have made it cartable. The only thing required is a culvert. There are several schools very near the surroundings and also busy traffic along the road. For want of a culvert at Thekkumpurathu, people are suffering a lot. When the road was handed over to the Department, an assurance was given that the culvert will be constructed very soon and the road made very useful.

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[Mr. P. Kunjukrishnan.]

I may also bring to the notice of the Department the necessity of giving some facilities to the people of Munrothuruthu, in the Astamudi lake. The people there have no access to the main land especially during rainy season for want of bridges. For want of connecting links with the main land the people there are suffering a lot. I am informed that a bridge can be constructed for Rs. 350 or so under the new scheme of the Development Department. If that be so, the attention of the Department should necessarily be directed to the construction of such cheap bridges for the relief of thousands of poor people living is that island.

Within the town of Quilon itself there is a road from the Small-pox hospital to the backwaters. That is in a very deplorable condition. Then there is the Marathadi Road. It is through this road that people living in the coast take their fish to the town. Then there is a road connecting Cavanad bazaar with Aravilakadavu. It is on the Quilon-Neendakara road and the distance is only about a mile. It is in a very deplorable condition both in winter and in summer. If it is repaired, the commerce of the place will be improved and people will be benefited much.

There is a tank named Arattukulam at Asramam, People make use of it very often. Every year the Arat procession from the Asramam temple is taken to this tank. Now there is no water in the tank and the tank cannot be called a tank as it exists at present.

At Chathannur the necessity of a culvert is indispensable. The matter should have been brought to the notice of the Department long before. From the main road a lane takes us by the side of the Vernacular Girls Middle School to the paddy fields and at the southern end of the paddy fields there is a spring. That small spring during winter season taxes big dimensions causing big floods. This small spring really connects an area inhabited by more than 1000 families. During winter season there is even loss of life. I submit that the necessity of a culvert on this spring is unavoidable.

Then there is the Sasthankadavu Road at Mayyanad. Last year there was provision for it in the budget and it appears that a contract was given for the same. But it was later given up. I submit that it must be taken up and the road finished at least this year. Then there is the Mayyanad-Kottiyam road. The necessity of a Government ferry near Asramam, temple connecting Perinad is a matter which should engage the attention of the Department.

MR. KAINIKKARA M. PADMANABHA PILLAI: Under Clause 27 of the Standing Orders, I beg your permission to move that the Assembly now pass on to the motions for reduction of total grant. I could not raise it earlier because by Statute I could not do it in the middle of a speech. Now as the speech is over, I request your permission under Standing Order 27 that the Assembly now pass on to motions for the reduction of total grants.

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PRESIDENT: It has been moved under Standing Order 27 that the House do pass on to the later items namely, motions for the reduction of total grants.

The motion was put and carried.

Motion Nos. 410 to 426.

The following motions were not moved.

MR. N. R. KRISHNAN:
410. To reduce the allotment of Rs. 4,500 for travelling allowance by Re. 1

MR. K. R. NARAYANAN:
411. To reduce the allotment of Rs. 4,500 for travelling allowance by Re. 1.

MR. K. R. NARAYANAN:
412. To reduce the allotment of Rs. 4,500 for travelling allowance by Re. 1

MR. K. R. NARAYANAN:
413. To reduce the allotment of Rs. 4,500 for travelling allowance by Re. 1

MR. K. R. NARAYANAN:
414. To reduce the allotment of Rs. 4,500 for travelling allowance by Re. 1.

MR. K. R. NARAYANAN:
415. To reduce the allotment of Rs. 4,500 for travelling allowance by Re. 1

MR. K. R. NARAYANAN:
416. To reduce the allotment of Rs. 4,500 for travelling allowance by Re. 1

MR. K. P. KOCHUKORATHARAKAN:
417. To reduce the allotment of Rs. 4,500 for travelling allowance by Re. 1

MR. K. P. KOCHUKORATHARAKAN:
418. To reduce the allotment of Rs. 4,500 for travelling allowance by Rs. 5

MR. P. S. MUHAMED:
419. To reduce the allotment of Rs. 4,500 for travelling allowance by Rs. 10

MR. A. K. KUMARAN VAIDYAN:
420. To reduce the allotment of Rs. 4,500 for travelling allowance by Re. 1

MR. A. K. KUMARAN VAIDYAN:
421. To reduce the allotment of Rs. 4,500 for travelling allowance by Re. 1

MR. A. K. KUMARAN VAIDYAN:
422 To reduce the allotment of Rs. 4,500 for travelling allowance by Re. 1

MR. A. K. KUMARAN VAIDYAN:
423. To reduce the allotment of Rs. 4,500 for travelling allowance by Re. 1

MR. P. NARAYANA PILLAI:
424. To reduce the allotment of Rs. 4,500 for travelling allowance by Re. 1

MR. P. NARAYANA PILLAI:
425. To reduce the allotment of Rs. 4,500 for travelling allowance by Re. 1

MR. KAVIYOOR K. K. KOCHUKUNJU:
426. To reduce the allotment of Rs. 3,282 for Supplies, and Services and Contingencies by Re. 1

Motion No. 427.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: Sir, I move to reduce the allotment of Rs. 33,429 for Direction by Re. 1. The object of my motion is to discuss the desirability of the abolition of the P. W. D. Toll Gates of the State. A similar cut motion was dicussed on the floor of the old Legislative Council some years back and carried by an

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[Mr. Puliyoor T. P. Velayudhan Pillai]

overwhelming majority. Toll Gates are a source of nuisance and oppression for poor cart owners and a source of inconvenience and irksomeness to the car owners. We have to wait long at the toll gates and there by lose petrol and time some times in getting the bamboos put across the road at the toll gates removed and at other times if it happens to be night in waking up the toll gate keepers. It is one of the elementary rights of every citizen of the State to pass along the public roads unobstructed by any authority. Hence the toll gate system which imposes restrictions on this elementary right should be abolished at the earliest possible opportunity. Even in the neighbouring sister State of Cochin if one pays the toll at one gate on a particular day he can go freely from one end of the State to the other without making any other payment at the other toll gates which he has to pass. I am equally alive to the fact that the Government will have to suffer the loss of a large income which they have been deriving from this source. We see from the budget estimates and from the Administration Reports that they have been getting Rs. 5,70,000 from this source in 1113 and 1114 and they anticipate the very same amount for the next year also. In view of the fact that we have been asking for several concessions even during this session of the budget, it is the duty of the Legislature to enable the Government to find funds for meeting all the demands of the representatives of the people. In order to make up the loss which they will have to sustain as a result of the abolition of toll gates I would suggest the imposition of a tax on motor and other vehicles on the lines of the Madras Act. With these observations I move the motion for the acceptance of the House.

MR. P. NARAYANA PILLAI: I support the motion. This matter has been the subject of discussion in various sessions of the Assembly and the necessity of abolishing toll gates has been brought to the notice of Government on several occasions. On all those occasions the public and the owners of buses were given the positive assurance that tolls will be abolished within a short time. But in spite of all these assurances we find that the number of toll gates are increasing year by year. This is a highly objectionable form of taxation which cannot be justified. In many places where such a system existed it has been given up.

PRESIDENT: Results in Madras are rather unsatisfactory.

MR. P. NARAYANA PILLAI: It also indirectly affects the travelling public. The existence of toll gates are a burden to the general public because the bus-owners will be increasing the fare to that extent. Inspite of the repeated requests of this House Government have done nothing in this matter. I do not think that there is any taluk which has got a greater number of toll gates than Mavelikara. There are half a dozen branches of the Nangiarkulangara toll gate in Mavelikara taluk. The continuance of these toll gates cannot in any way be justified. I hope that the Government will take early steps to abolish the toll gates in the whole State.

LIBRARY ARCHIVES Kerala Legislative Assembly

MR. THARIATHU KUNJITHOMMEN: സർ, ഞാൻ ഈ ഉപക്ഷേപത്തിന്റെ തത്വത്തോട് അനുകൂലിക്കുന്നു എങ്കിലും ഉപക്ഷേപത്തെ അക്ഷരംപ്രതി അനുകൂലിക്കാൻ നിവർത്തിയില്ല. ജന്തുക്കൾ, കാളവണ്ടി മുതലായവയുടെ ടോൾഗേറു ഫീസ് നിർത്തേണ്ടതാണ്.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: ജന്തുക്കളെപ്പറ്റി പറഞ്ഞതു് എന്താണു്?

MR. THARIATHU KUNJITHOMMEN: ആന മുതലായ ചില ജന്തുക്കൾക്ക് ഇപ്പോൾ ടോൾഗേറു ഫീസു കൊടുക്കണം. എന്നാൽ മോട്ടോർ വാഹനങ്ങൾക്കുള്ള ടോൾഗേറു ഫീസു നിറുത്തുന്നതു് ഉചിതമായിട്ടുള്ളതല്ല. മോട്ടോർ വാഹനങ്ങളുടെ ടോൾഫീസു നിർത്തിയിട്ട് എല്ലാ വാഹനങ്ങൾക്കും ലൈസൻസു നികുതി മുമ്പത്താമെന്നാണ് പറയുന്നതു്. പക്ഷെ അതിൽ കുറേ ദോഷമുണ്ട്. വാഹനങ്ങൾ അധികം ഉപയോഗിക്കാതെ വെറുതെ ഇട്ടിരുന്നാലും സ്ഥിരമായ ഒരു ഫീസു കൊടുക്കണമല്ലൊ. ആണ്ടിൽ ഒന്നോ രണ്ടോ തവണമാത്രം ഉപയോഗിക്കുന്ന വാഹനങ്ങളും ദിവസംപ്രതി ഉപയോഗിക്കുന്ന വാഹനങ്ങളുമുണ്ട്. ഇപ്പോൾ അഞ്ചുലക്ഷത്തി എഴുപതിനായിരം രൂപാ ടോൾഗേറു ഫീസിനത്തിൽനിന്നും ഗവണ്മെൻറിലേക്കു കിട്ടുന്നുണ്ട്. അതിൽ അഞ്ചുലക്ഷവും മോട്ടോർ വാഹനങ്ങളിൽനിന്നുമാത്രം കിട്ടുന്ന ഫീസാണ്. ഈ തുക ദരിദ്രരുടെപക്കൽനിന്നും ഈടാക്കുന്ന തുകയല്ല. കർഷകരേയും സാമാന്യജനങ്ങളേയും ഇതു് അധികം ബാധിക്കുന്നില്ല. ആ സ്ഥിതിക്ക് ഈ തുകകൂടി ഈടാക്കാൻ പാടില്ല എന്നു പറഞ്ഞാൽപിന്നെ രാജ്യഭരണകാര്യങ്ങൾ എങ്ങിനെ നടത്തും. പൊതുമുതൽകൊണ്ടു നടത്തേണ്ട കാര്യങ്ങൾ എങ്ങിനെ നടക്കും. അതുകൊണ്ട് മോട്ടോർവാഹനഉടമസ്ഥന്മാരുടെ പക്കൽനിന്നും ഈ തുക ഈടാക്കാൻ പാടില്ലെന്നു പറയുന്നതു് ഇപ്പോഴത്തെ സ്ഥിതിക്കു ശരിയല്ല. എനിക്കും രണ്ടു മൂന്നു മോട്ടോർവാഹനങ്ങളുണ്ട്. ഇതു് സാധുക്കൾക്ക് വലിയ സങ്കടകരമായ ഒരു നികുതിയല്ല. ഈ വാദത്തെ മുമ്പു് ഞാൻ അനുകൂലിച്ചിട്ടുണ്ട്. അന്നു് ഇത്രയധികം മോട്ടോർ വാഹനങ്ങൾ ഇല്ലായിരുന്നു. ഗവണ്മെൻറിനു് സാമ്പത്തികമായി വളരെ വിഷമം ഉണ്ടെങ്കിലും കർഷകരെ ഇനിയും ഭാരപ്പെടുത്താതെ ഈവിധ നികുതികൾകൊണ്ടു കാര്യം നടത്താൻ നോക്കണം. ആദായനികുതി, ടോൾഗേറുഫീസു് എന്നവയെല്ലാം കർഷകരെയല്ല അധികം ബാധിക്കുന്നതു്. നികുതിയെല്ലാം നിറുത്തണമെന്നും, ഇവിടെ റോഡുവേണം, അവിടെ പാലം വേണം എന്നു പറ

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[Mr. Thariathu Kunjithommen.]

ഞാൻ ഗവണ്മെൻറ് പണമില്ലാതെ വിഷമിച്ചുപോകുമല്ലോ. അതിനാൽ ഞാൻ ഈ ഉപക്ഷേപത്തെ എതിർക്കുന്നു.

MR. KAINIKARA M. PADMANABHA PILLAI: Sir, I support the motion. I cannot agree with Mr. Kunjithommen in his objection to registering the cars and taxing them. As you pointed out, Sir, there is a difference of opinion as to the extent of the success of this arrangement in British India. But, Sir, the difficulties consequent on the system of toll-gates are so serious that some other method has to be adopted in its place. Mr. Narayana Pillai told us that there is no other taluk which has got as many toll-gates as Mavelikara. But I must say that there is no other taluk which has got as many toll-gates as Changanacherry. Mr. Narayana Pillai says that there are branches of one toll-gate in different parts in his taluk. But I say in Changanacherry we have got a number of independent toll-gates. At present if one is to travel from Changanacherry to Mundakayam he will have to pass three toll-gates, and the distance from Changanacherry to Mundakayam is only a matter of about 33 or 34 miles. Again if one is to travel from the western most of Changanacherry, namely Ramankari, eastwards, he has to pay 4 toll-gates. Changanacherry is the one taluk which has got 4 toll-gates from one end to the other. Again, Sir, toll-gates are placed at the boundary of the towns. If we want to get out by car to breathe good air we have to pay 12 annas. There is no other taluk in Travancore which is so suffocated with toll-gates as Changanacherry. If I am to go to Peermade from Changanacherry I will have to pass 4 toll-gates. Sir, we are having toll-gates with a vengeance. So, I am not prepared to give credit to Mr. Narayana Pillai for representing a taluk which has got the greatest number of toll-gates.

Now, as to the inconvenience caused to the travelling public by these toll-gates. As Mr. T. P. Velayudhan Pillai pointed out, the vehicles have to stop even at midnight at these toll-gates, and call up the person in charge of the toll-gate from his sleep, thus causing a lot of delay. If a person goes on a bicycle to a hospital to call a doctor for an urgent case and he forgets to take the money to pay the toll he has to stop and to place the cycle at the toll-gate and go to the hospital walking. Sir, all these show that freedom of movement is so much hampered by these toll-gates and so they have to be abolished.

I admit that collecting tolls in this manner is an indirect way of taxation and a taxation which is equitably distributed except in the case of the taluk of Changanacherry. It is not a protest against paying the money but it is only a protest against the inconvenience caused to the public which is behind the motion before the House.

There is also another point to be taken notice of. The passes issued at the toll-gates are not for 24 hours but are valid only from 6 A. M. to 6 A. M. This arrangement causes very serious difficulties. Sir, Changanacherry is an important market place and on market days hundreds of bullock carts enter the town from rural parts. If they pass the toll-gate at night they will have to get another pass to go out in the next day. Hundreds and hundreds of these bullock carts can

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be seen stopping outside the toll-gate at night till 6 A. M. the next day suffering much inconvenience. Thus all kinds of incovenient rules and modes of procedure are followed in collecting tolls. Therefore we must certainly emphatically protest against the existence of these toll-gates. Of course, in British India the system was abolished and they have sought out other sources of revenue instead. It would be very welcome to adopt some other mode of taxation in lieu of these toll-gates. For example petrol can be licensed as was once suggested in the Assembly two or three years ago. That will be more equitable to car owners. As Mr. Kunjithommen pointed out that if a person is not frequently using his car registration will be inconvenient to him. That difficulty can be overcome by licensing petrol. So also that would affect the car owners in Trivandrum also equitably. Registering may not be equitable to them. On the contrary if petrol is licensed the car owner need pay only a fare in proportion to the petrol used by them.

PRESIDENT: Unless you go down hill. (*Laughter*).

MR. KAINIKARA M. PADMANABHA PILLAI: Yes Sir. Mr. Truscott, the Chief Engineer said that he was an enemy of bullock carts. They need not be exempted. These bullock carts can also be licensed just as boats are licensed. So, any reasonable arrangement, instead of these toll-gates, would be welcome. With these words, I support the motion brought forward by Mr. T. P. Velayudhan Pillai.

MR. J. W. TOLSON: Sir, I oppose the motion, as I understand the mover to say that he wished to abolish the tolls and institute taxation similar to that in the Madras Presidency. If his motion had suggested the abolition of the tolls and the substitution of taxation for all vehicular traffic using the roads I would have supported him.

I think, Sir, that it is admitted that Cart Traffic does more damage to the roads than any other form of traffic and yet under the Madras Act this form of vehicle is exempt from taxation.

Is it fair therefore that the 5 lakhs at present raised from the tolls should in future be a charge to motor transport only?

I contend that if the tolls are abolished and taxation introduced it should include all road users.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: Has the honourable member any objection in bringing the bullock cart also under the proposed legislation?

MR. J. W. TOLSON: No, Sir.

MR. N. RAMAKRISHNA PILLAI: Sir, I oppose the motion. In spite of the fact that a large number of the travelling public are put to slight inconveniences on the roads, I think it is the most equitable mode of taxation. People who own motor vehicles but do not use them are not taxed because they do not use the roads. The incidence of the tax should fall only on those who use the roads and that only when the roads are used. I am submitting therefore that it is the

LIBRARY ARCHIVES Kerala Legislative Assembly

[Mr. N. Ramakrishna Pillai]

fairer way of taxation than registering every motor vehicle whether the owner uses it or not. It is because damage is done to the roads by the frequent passage of motor vehicles such as buses and lorries that it becomes necessary to impose a suitable tax for the maintenance and upkeep of these roads. On principle therefore this is a fair method of taxation. Moreover, the income derived from tolls is not a light one but forms a big item of revenue. For the last four or five years Government has been getting between 5 to 6 lakhs of rupees yearly as income from tolls. Therefore we cannot neglect this income and adopt some other means of taxation which will not give us a very satisfactory return. The alternative suggestion brought forward here is the registration of motor cars and other vehicles and the imposition of a tax on petrol. So far as the registration of vehicles is concerned there are certain disadvantages inherent in the system. The greatest objection to this form of taxation is that a person who uses the road and a person who does not use it are equally liable to pay. A car owner in town who seldom goes out on travel will have to pay as much as another who travels very frequently. The distribution of the tax is thus very unfair and on this ground its adoption is hightly objectionable. As to the registration of carts and bicycles it may not work much hardship within the municipal areas. But it is not so if registration of carts and bicycles is insisted upon in rural places. A poor agriculturist who uses his cart only for taking manure from the forest will have to be taxed. This will hit him hard. And a person who uses his cycle in the rural areas will have to unnecessarily bear a burden which otherwise he would not have to bear. There is bound to be a loss in income if registration is resorted to in respect of bicycles and carts. On a rough calculation it has been computed that Government will have to lose an amount of not less than Rs. 1½ lakhs from carts and bicycles alone if they adopt taxation by registration in lieu of the toll-tax.

Now let us consider the question of imposing a tax on petrol. I am not sure if we are competent at all to impose a duty on petrol and supposing we impose a duty of one anna on a gallon of petrol what is the result? On calculation the total revenue we can expect from such a tax will come to only Rs 90,000 a year. It will not compensate for the loss we will have to sustain if we are to abolish tolls. In Madras the Government has incurred a heavy loss on account of the abolition of tolls and the adoption of registration in its place. Now the Congress Ministry is finding it difficult to re-impose toll-tax on account of popular opposition against it. So what I want to emphasise is that when you want to adopt a new system you must be sure that it will not cause a heavy loss to Government. Registration is also objectionable on another ground namely, that it will be very difficult to collect registration fees. The registration fees on motor vehicles may range from Rs. 200 to Rs. 600 per vehicle a year. The bus owners will find it very difficult to pay this amount in a lump. Even as it is now they find it difficult to pay tolls. So it will be very difficult to collect these registration fees and a large establishment will be required to collect the fees.

LIBRARY ARCHIVES Kerala Legislative Assembly

There is also another side of the question to be considered. People who now own cars will find it more difficult to own and maintain these vehicles, if this new system of tax is brought into force. A number of these people may even find it necessary to sell their motor cars. Considering the loss which may result from the abolition of tolls, the difficulties that stand in the way of collecting registration fees and the consequent unnecessary hardships which a large number of people will have to undergo, I submit that the toll-gates should not be abolished. I therefore oppose the motion.

SRIMATI T. NARAYANI AMMA: Sir, I support the motion. There is much force in the plea forwarded for the abolition of the toll gates. The present arrangement under which the motorists, especially when they are hurrying in connection with some piece of business, have to stop at every toll gate, is a source of vexation and trouble. I do not forget the fact that the tolls constitute an important source of revenue and this revenue the Government cannot afford to lose. I heard the suggestion made here that a tax on motor cars on the lines of what is being done in Madras may be fixed here also, to meet the loss arising out of the abolition of the toll-gates. I venture to suggest that the registration fee of the motor vehicles may also be raised. With these words, I support the motion.

MR. P. S. MUHAMED: ടോൾഗേറു നിറുത്തണമെന്നുള്ള ഉദ്ദേശത്തോടുകൂടി ഇവിടെ അവതരിപ്പിച്ച ഉപക്ഷേപത്തെ ഞാൻ ശക്തിയായി അനുകൂലിക്കുന്നു. അതിന് എതിരായി പറഞ്ഞിട്ടുള്ള അഭിപ്രായം നോക്കിയാൽ, ടോൾഗേറു നിറുത്തൽ ചെയ്യുന്ന അഭിപ്രായത്തോട് അവർ അനുകൂലിക്കുന്നുണ്ടെന്നു കാണാം. ടോൾഗേറുകളം കൊണ്ടുള്ള ഉപദ്രവവും അസഹ്യതയും ഈ ഹൗസിലുള്ള എല്ലാവരും ഒരുപോലെ സമ്മതിക്കുന്നു. ടോൾ ഇല്ലാതെ വന്നാൽ കൊള്ളാമെന്ന് അവരും ആഗ്രഹിക്കുന്നു. ഗവണ്മെൻറിന്റെ ഉദ്ദേശവും കഴിയുമെങ്കിൽ ഈ ടോൾഗേറുകളം ഇല്ലാതാക്കിക്കൊണ്ടുവരണമെന്നാണെന്ന്, മുനിസിപ്പാലിറ്റികളിൽ ഉണ്ടായിരുന്ന ടോൾഗേറുകളിൽ തിരുവനന്തപുരത്തൊഴിച്ചുള്ളവ എല്ലാംതന്നെ നിറുത്തൽ ചെയ്തിരിക്കുന്നതിൽനിന്ന് മനസിലാക്കുവാൻ കഴിയും. അതുകൊണ്ട് ഇതിന്റെ അസൌകര്യത്തെപ്പറ്റി ഗവണ്മെൻറിനും ബോദ്ധ്യം വന്നിട്ടുണ്ടു. ടോൾ മൂലം ഒരു വലിയ സംഖ്യ സംസ്ഥാനത്തിനു വരവായി ലഭിക്കുന്ന ഈ സന്ദർഭത്തിൽ അതിനൊരു പരിഹാരമുണ്ടാക്കാതെ ഇതു നിറുത്തൽ ചെയ്യുന്നതു ബുദ്ധിപൂർവ്വമല്ലെന്നു ഞാനും സമ്മതിക്കുന്നു. അതുകൊണ്ടു ടോൾഗേറുകളം മാറ്റി അതിനു പകരം രജിസ്ട്രേഷൻ ഫീസ് ഏർപ്പെടുത്തിയോ അല്ലെങ്കിൽ ചെറിയ വാഹനങ്ങൾക്കു ലൈസൻസു ഫീസ് ഏർപ്പെടുത്തിയോ മറ്റേതെ

LIBRARY ARCHIVES Kerala Legislative Assembly

[Mr. P. S. Muhamed.]

ങ്കിലും വിധത്തിലോ ഇതിന് അനുക്രമമായ ഒരു വരവുണ്ടാക്കി ക്കൊണ്ട് ഈ ടോൾ ഏർപ്പാട് നിറുത്തൽ ചെയ്യേണ്ടതാകുന്നു. ഇന്ന് ടോളിൽനിന്നു ഗവണ്മെൻറിനു കിട്ടുന്ന ആദായം ജനങ്ങൾ അതിനു വേണ്ടി കൊടുക്കുന്ന പണത്തിൻെറ ഏകദേശം പകുതിമാത്രം ആയിരിക്കയെയുള്ളൂ. ബാക്കിതുക ഈ ടോൾ പിരിക്കുന്നതിനുവേണ്ടി ചുമതല പ്പെടുന്ന ഏടത്തരക്കാക്കോ അല്ലെങ്കിൽ കൺട്രാക്ടർമാക്കോ ആയിരിക്കും കിട്ടുന്നതു്. ഇങ്ങിനെ ഗവണ്മെൻറിന് ഏതെങ്കിലും ഒരാദായം കിട്ടുന്നതിനുവേണ്ടി ജനങ്ങൾ അതിനിരട്ടി നികുതി കൊടുക്കുവാൻ ഇടവരുത്തുന്ന ഒരു സ്ഥാപനം ആ കാരണംകൊണ്ടുതന്നെ നിറുത്തേണ്ടതാണു്. രജിസ്ട്രേഷൻ ഫീസു മുതലായ ഇനത്തിൽ ഇന്നുള്ള കാറുകളും ബസ്സുകളും രജിസ്റ്റർ ചെയ്യുന്നതുകൊണ്ടു് ഗവണ്മെൻറിന് ഒരു സംഖ്യ കിട്ടുന്നുണ്ടു്. എന്നാൽ ഫീസിൻെറ തോതുമാത്രം വർദ്ധിപ്പിച്ചുകൊണ്ടു് ടോൾ നിറുത്തുന്നതു് അഭിലഷണീയമായിരിക്കയില്ലെ, എന്നു ഗവണ്മെൻറു് ആലോചിക്കേണ്ടതാണു്. ഇതിനെ സംബന്ധിച്ചു് ഇന്നു നിലവിലിരിക്കുന്ന ബസ്സു് സർവീസുകാക്കു വിഷമം അധികമുണ്ടാകുവാൻ ഇടയില്ലെന്നു ഞാൻ വിചാരിക്കുന്നു. പോരെങ്കിൽ ഗവണ്മെൻറിൻെറ ഭാവിനയം മാക്കുവാനും എല്ലാ സ്ഥലത്തും എല്ലാ പ്രധാന റോഡുകളിലും ട്രാൻസ്പോർട്ടു ഡിപ്പാർട്ടുമെൻറു മുഖേന സർവീസുകൾ ഏർപ്പെടുത്തുക എന്നുള്ളതാണെന്നു കാണുന്നതിനാൽ തൽക്കാലത്തേക്കു് ഏതാനും ചില രുടെ വൈഷമ്യത്തെ പരിഗണിച്ചു് പൊതുവെയുള്ള ഒരു രാജ്യതാല്പര്യത്തെ ബലികഴിക്കുന്നതു് ആശാസ്യമായ ഒന്നായിരിക്കയില്ല. ഇന്നല്ലെങ്കിൽ നാളെ ഇവിടത്തെ ഗതാഗതപ്രവർത്തനങ്ങൾ മുഴുവനും ട്രാൻസ്പോർട്ടു ഡിപ്പാർട്ടുമെൻറിനു ഏറെറടുക്കേണ്ടതായി വരുമെന്നുള്ളതു തീർച്ചയാണു്. ആ നിലയ്ക്കു് ചില പ്രത്യേക സ്ഥലങ്ങളിൽ ചില പ്രത്യേക ആളുകൾക്കുണ്ടാകാവുന്ന അസൗകര്യങ്ങളെപ്പററി ഗൗരവമായി ചിന്തിക്കേണ്ട കാര്യമില്ല. ലൈസൻസ് ഫീസ് ഏർപ്പെടുത്തിയാൽ പ്രൈവററായി കാർ വച്ചുകൊണ്ടിരിക്കുന്നവർക്കു ദുഷ്യമുണ്ടാകുമെന്നു പറയുകയുണ്ടായി. പരമാർത്ഥമാണു്. പ്രൈവററായി കാർ വച്ചുകൊണ്ടിരിക്കുന്നതിനു സൌകര്യമുള്ളവർ ഇവിടത്തെ പ്രഭുക്കന്മാരാണു. അവർക്കു് ജനങ്ങളുടേയും രാജ്യത്തിൻേറയും പൊതുക്ഷേമത്തിനുവേണ്ടി അല്പസ്വല്പം സംഖ്യ കൂടുതൽ ചെലവാക്കുവാൻ അധികം വിഷമിക്കേണ്ടതില്ലെന്നാണു് തോന്നുന്നതു്. നാലായിരവും അയ്യായിരവും രൂപാ വീതം ചെലവാക്കി ഒരു കാർ വാങ്ങിക്കുവാൻ ശേഷിയുള്ളയാളിനു് അതിനുള്ള രജിസ്ട്രേഷൻ ഫീസ് കൊടുക്കുന്നതിനുള്ള ശേഷിയും ഉണ്ടായിരിക്കും.

LIBRARY ARCHIVES Kerala Legislative Assembly

MR. N. NARAYANA KURUP: മെംബർ, കാർ ഉപയോഗിക്കുന്നതു് പ്രിവിലേജായിട്ടാണോ?

MR. P. S. MUHAMED: ഞാൻ ഒരു പ്രിവിലെജുള്ളയാളല്ലെങ്കിലും ഒരു കാർ ഉപയോഗിക്കുന്ന കാലമത്രയും അതിനുവേണ്ടി ന്യായമായ ഒരു രജിസ്ട്രേഷൻ ഫീസ് കൊടുക്കുവാൻ എനിക്ക് അശേഷം മടിയില്ല.

MR. P. KUNJUKRISHNAN: എപ്പോഴെല്ലാമാണ് രജിസ്ട്രേഷൻ ഫീസു ചുമത്തേണ്ടതു്?

MR. P. S. MAHOMED: ഉചിതമെന്നു തോന്നുന്ന സമയവും കാലവും ഗവണ്മെൻറു നിർദ്ദേശിക്കും. ആ സമയത്തെല്ലാം ഫീസു കൊടുക്കണം.

MR. THARIATHU KUNJITHOMMEN: അതിലേക്കു് ഒട്ടുവളരെ ഉദ്യോഗസ്ഥന്മാരെ നിയമിക്കേണ്ട ആവശ്യമില്ലേ?

MR. P. S. MUHAMED: അതിനുവേണ്ട ഉദ്യോഗസ്ഥന്മാർ ഇന്നു് ഡിപ്പാർട്ടുമെൻറിൽത്തന്നെയുണ്ടു്.

MR. KOTTALIL P. ABRAHAM: Sir, I rise to oppose the motion. Sir, as long as there is no proper and satisfactory substitute for the realisation of the toll revenue which now comes to the extent of Rs. 5 lakhs, the present system, I think, must be continued. Just now we have been passing a series of motions demanding a number of roads to be newly constructed. That is a matter which costs a good deal of money to be spent by the Government. The people ask more amounts to be spent. When for meeting increasing expenditure enhanced revenue must be found, it is only fair, as a responsible body, on our part, to see that the revenue of the Government be not unnecessarily reduced. Now, it has been suggested by the honourable member Mr. Padmanabha Pillai that if some duty on petrol is imposed, there will be adequate substitute for the toll-gates revenue. I doubt in the first place whether it is in the competence of our Government to impose such a tax on petrol. In the next place, imposing a duty on petrol will not be a sufficient and proper method, because vehicles like bullock cart which do the utmost damage to the roads will not be affected by this duty on petrol.

MR. KAINIKARA M. PADMANABHA PILLAI: Will they not be affected if they are registered?

MR. KOTTALIL P. ABRAHAM: The other remedy suggested by the member is that in the place of the toll the vehicles may be registered.

MR. KAINIKARA M. PADMANABHA PILLAI: May I know whether there is any objection in registering the bullock carts as boats are now registered?

LIBRARY ARCHIVES Kerala Legislative Assembly

MR. KOTTALIL P. ABRAHAM: There is no objection in registering the bullock carts: but there again the problem will not be solved. The difficulty is this *viz.*, that when the vehicles are registered those which do not use the road also will have to pay tax unnecessarily. When once the vehicles are registered it will be incumbent on the vehicle owners to pay the tax regularly. When they are using the road they will have no objection to pay for it. But then registration would mean that those who do not use will also have to continue payment.

I however agree with Mr. Kainikara Padmanabha Pillai when he refers to the defects and inconveniences in the present system of realising toll. As Mr. Padmanabha Pillai pointed out some times at midnight the cars are stopped at the toll-gate simply because the watchers there, are sleeping at the time. Even when they rise, it often happens that much time is lost for finding out their lamps, for writing passes, for unlocking the cross-bars, and so on. Really much difficulty is caused by the want of responsibility and sufficient alertness on the part of these toll-gate watchers. This has to be remedied.

Another thing is the period for which the toll is realised. Now toll is collected from morning to morning. There is no definite period like a 24 or 30 hours' duration. The difficulty is that people using the road for even an hour or less will often have to pay the toll twice a day. That is really inconvenient and hard. Sir, then also the number of tolls which one has to pay is too many in our State. In the neighbouring Cochin State, as has been referred to already by the honourable member I understand one need pay only one toll a day and a car might run from one end of the State to the other on that one toll. Sir, these are the real difficulties of the present system. These defects should certainly be mended. With these remarks I oppose the motion.

PRESIDENT: This matter has been under the consideration of Government and Government will be glad to have the various points of view properly ventilated. I am, therefore, allowing full discussion on this matter. But in order that further discussion might proceed on lines which may be of assistance to Government, I think that I should point out certain difficulties attendant upon this problem. I am not, as I said, going to shut out discussion; because it is a very important matter, in regard to the future policy of the State and the various problems connected with the maintenance of roads and communications.

In the first instance, it must be understood that this system of levying tolls is of a very ancient origin, and like the Excise revenue from drink, is atleast 2,300 years old. Both Toll revenue and Excise duty on drink, are elaborately discussed in Kautillya's *Artha sastra* as early as 350 B. C. From that date, these have been considered as an ordinary source of revenue. Now, apart from that aspect we are faced with a very difficult situation. Those who knew the road from here up to Nagercoil before the introduction of the Transport system, were

LIBRARY ARCHIVES Kerala Legislative Assembly

aware of the tremendous amount of dust and over crowding of buses on the road. The present transport system brought into existence a heavier type of vehicles though it lessened the number of vehicles plying on the road. The result was that that type of vehicles ploughed the road much more thoroughly and, raised a tremendous amount of dust and threatened to be a source of very serious consequence, including epidemics and spread of tubercular complaints because of the dust that was stirred up in the road itself, and which spread on into the house and habitation nearby. Not only was this the case, but this lead to a greater strain on the vehicle the road not being quite fit and apt for the purpose with the result that almost every day Government had to pay for broken springs and parts of the Transport vehicles which detached themselves on account of the vibration and shaking.

On the whole it was found cheaper to adopt some system of concreating the road even at cost of Rs. 14 lakhs, so as to get rid of that difficulty. I shall explain why and how. For an expenditure of Rs. 14 lakhs we get a first class concrete road likely to enure for 25 years; backed up by a guarantee for seven years from the contractor that, at his own cost, he will keep the road in ship-shape condition and hold himself liable to make good any deficiency during the period. It is noted, as one hon'ble member stated, that it is generally expected that the ultimate policy of Government will be to introduce road transport system as a Government monopoly on the main trunk roads. But that means heavy cost. It is a matter of elementary knowledge that the user of the road must if possible pay for the maintenance of the road. Dealing with the problem from that point of view, those who spoil or deteriorate the road must pay adequately for such deterioration. Judged from that standpoint, even a 10-ton motor vehicle is not as deleterious to the road as the ordinary bullock cart. That can be proved physically and mathematically. The bullock cart is not well-sprung, and its wheels do not move straight in one vertical plane like motor cars or even bicycles. Therefore, the narrow iron tyres of the bullock cart act like a wedge breaking up the surface of the road. As I said, it can be proved mathematically that the bullock cart is probably the most destructive agency invented for the purpose of annihilating the road surface. It may be even considered ultimately cheaper to make a present of rubber tyres to all the bullock cart owners in the State. It was actually argued that, considering the damage now being done to the roads by the bullock carts and the very heavy cost of keeping our roads in proper repair, it would be cheaper to make a present of rubber tyres to all the bullock cart owners in the State. But, in as much as we are not producing rubber goods in the State, that proposition was dropped, because it would mean subsidising a foreign rubber-manufacturing concern.

Going back to the principle that the road user must pay for the maintenance of the road, and applying that principle, the owners of

LIBRARY ARCHIVES Kerala Legislative Assembly

[President.]

bullock carts come first, because they cause the maximum damage to the road. Then come the owners of lorries carrying huge loads and spoiling the road next to the bullock cart. Thirdly come the State Transport buses which on account of their operation with Diesel oil and their heavier build, cause more damage to the road than the ordinary tourist pleasure cars. Now, all these people must pay their proper share towards the maintenance of the road.

The idea adopted in Madras is that bullock carts may escape altogether, and only motor vehicles need pay. Now, assuming that tolls are abolished altogether, what would happen here. Let us take it that 100 motor cars registered in Tinnevelly come to Nagercoil every day, or that 50 cars registered in Madura come to Trivandrum every week. How are we to realise any contribution, from these outside cars which make use of our road? Where are these cars to be stopped, unless there are toll gates? If we have no toll gates we shall have to keep a band of Policemen all round our frontier stations and get the cars registered.

There is another very important aspect to be considered. Take the case of the bullock cart owner. What is now suggested, instead of tolls, is that including bullock carts, every vehicle should be registered. What about the common agriculturist who keeps his bullock cart only as a side line, for purposes of transport of crops during harvest or manure during the cultivation season, and does not depend upon it as his means of livelihood throughout the year. As a matter of fact, a number of such men have actually represented this aspect of the case. Now, are these men to pay the same amount of registration fee which the regular, full time owner and hirer of bullock cart is to pay by way of registration fee? The former may not take out his vehicle at all for the major part of the year, while the latter will be using the road throughout the year and doing many miles every day. The same applies with regard to the registration of lorries, buses and motor cars.

These are many other aspects of the problem which have to be very carefully considered. As a matter of fact, all the sympathies of the Travancore Government were towards the abolition of tolls. Something was said about boats. In so far as our back-waters are used by the ordinary boat, it does not cause much damage. But even here, if we use a motor boat, by its backwash these motor boats affect the banks, so that they too have ultimately to pay adequate compensation for the maintenance of the banks and for periodical deepening of the canal; the position is really serious in the case of boats of heavy tonnage. Now, in the Suez Canal which cannot hold more than two steamers at a time, each steamer has to pay about many thousands of Rupees every time it passes through the canal; because, every steamer stirs up so much water as to loosen the banks to such an extent that they have to keep a dredger to deepen the canal from time to time; also, they have to repair the banks. The question of water transport is not therefore so easy in the case of narrow canals.

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In the case of roads, the question is how to evolve a system will work equitably in respect of all the users of the road. No doubt Government are bound to maintain roads and all communications. But those who use the roads must pay for their construction and maintenance in some equitable manner. As I said, it has been found that the Madras system has its handicaps. It has resulted in loss to Government. Secondly, there is a feeling that it is not equally equitable to all road users. Nobody is more alive to the inconveniences caused to the travelling public, on account of the tolls. Government are aware of the practical difficulties due to the midnight rousing of sleepy toll gate keepers who in turn wake up the sleeping occupants of motor cars. The problem must be solved in some manner which will not over tax the unfortunate bullock cart owner, especially the one who keeps it only as a subsidiary occupation for sporadic purposes. The question whether a person uses his vehicle constantly or only infrequently has to be considered.

Petrol duty has been suggested. In the first place we cannot levy a higher import duty than British India. It must also be remembered that, for the future industrial and manufacturing possibilities of the State, it is not desirable that we discourage the use of petrol or the motor owner to any extent and make people go back to the horse carriage or to the bullock cart merely on account of the motor vehicles being taxed out of existence. That is an aspect to be kept in mind in dealing with this problem.

I have placed these aspects before the House mainly to show that the Government have been alive to the various aspects of the question and have been considering it very carefully and seriously.

The discussion may now proceed.

MR. DOMINIC JOSEPH: I support the motion. There is no doubt that it is a difficult problem to solve; but to me it appears that it cannot be beyond the intelligence of a committee, appointed by Government, to find out ways and means for proper solution of the problem in spits of the various difficulties suggested by the President.

Sir, a misapprehension was raised, during the course of the debate that the loss arising from the abolition of the tolls should be compensated solely by the motor vehicles alone; but I understood the honourable mover to mean that the loss should be shared by all vehicles of all description, propelled by man, animal, steam or petrol. As has been pointed out, there is no doubt that very serious damage is done to the road by the bullock cart. If bullock carts fitted with pneumatic tyres are encouraged by some concession in the matter of tolls or registration fees,... ....

PRESIDENT: In that case, there would be no harm even in the total exemption of bullock carts from tolls. But there is a strong feeling against doing that, either optionally or compulsarily. It is stated that the bullock cart owner will be thereby deprived of one of his fundamental rights.

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MR. DOMINIC JOSEPH: My own view is that, if such concession is allowed many of the bullock cart owners would go in for the pneumatic tyre equipment; and it will also be a stimulus to the rubber industry in Travancore. Therefore, Sir, if we can lay our hands upon some other method of taxation which will be less inconvenient than tolls that should be adopted and tolls abolished.

MR. N. NARAYANA KURUP: I also oppose the motion. I too thought of sending a cut motion to suggest the abolition of tolls, as I too had very uncomfortable experience with toll gate keepers, who unnecessarily delay our cars, with their several 'legs'. Sir, many of these gates have three or four legs or branches, or sub-gates. The gate at Ambalapuzha has 3 branches or legs, so that if I pay toll at any one of these legs on a particular time, I will be allowed to pass also any of the other legs or branches till 6 A. M. the next day, without paying again. But, if for some reason, it is just at 5·30 in the morning, I reach any one of these legs, I would not be allowed to pass unless I pny the toll for the next day. That is certainly a great inconvenience and loss. There are also other inconveniences which have already been adverted to.

All the same, Sir, I cannot support the introduction of the system now in force in Madras; because, as the leader of my party remarked, there a person who does not make use of the road at all, is taxed as much as another who is always using the road. That is very hard. I shall give one instance. Suppose I own a bicycle. If I am using it regularly, I will be paying 2 chs. toll per diem. That will work up to about Rs. 25 per annum which is almost the price of the bicycle. That is really very hard on the bicycle owner. My friend Mr. Tharakan explained how a registration fee equal to the price of the bullock cart would work as a serious hardship on the bullock cart owner. There is also another aspect of the question. Suppose I own a car for use in the Alleppey town. Under the present arrangement I need pay only Rs. 30 per annum, whereas under the Madras system I would have to pay Rs. 120. Therefore, Sir, while there are some inconveniences in the present system of tolls, there are other inconveniences in the system of taxation now in force in Madras. All things concerned, one would rather have the present arrangement. I oppose the motion.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: I may be permitted to withdraw the motion.

MR. N. NARAYANA KURUP: I oppose the withdrawal.

The question that Mr. Puliyoor T. P. Velayudhan Pillai be granted leave to withdraw his motion, was put to vote and carried.

The motion was, by leave, withdrawn.

Motions Nos. 428 to 434.

The following motions were not made:—

MR. PULIYOOR T. P. VELAYUDHAN PILLAI:

428. To reduce the allotment of Rs. 33,429 for Direction by Re. 1.

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MR. PULIYOOR T. P. VELAYUDHAN PILLAI:
429. To reduce the allotment of Rs 33,429 for Direction by Re. 1.

MR. KOTTALIL P. ABRAHAM:
430. To reduce the allotment of Rs 33,429 for Direction by Re. 1.

MR. P. S. MUHAMED:
431. To reduce the allotment of Rs. 33 429 for Direction by Re. 1.

MR. KAVIYOOR K. K. KOCHUKUNJU:
432. To reduce the allotment of Rs. 33,429 for Direction by Re. 1.

31 B—BUILDINGS, COMMUNICATIONS &C., EXECUTIVE—*a. i.* ESTABLISHMENT—*Salaries*.

MR. K. P. KOCHUKORATHARAKAN:
433. To reduce the allotment of Rs. 62,820 for Assistant Engineers and Sub-Engineers by Rs. 5

a. i. ESTABLISHMENT—*Establishment.*

MR. K. P. KOCHUKORATHARAKAN:
434. To reduce the allotment of Rs 64,914 for Division Office Establishment by Rs. 5.

Motion No. 435.

MR. K. P. KOCHUKORA THARAKAN: സർ, ഡിവിഷൻ ഓഫീസ് ബ്ലിഷ്മെൻറുകയ്ക്കുള്ള സംഖ്യ 5 രൂപയിൽനിന്ന് 10 രൂപ കൂറയ്ക്കണമെന്നുള്ള ഉപക്ഷേപത്തെ അവതരിപ്പിച്ചുകൊള്ളുന്നു. മുൻപു കുതിരവണ്ടികളുടെ.....

PRESIDENT: Order, order. The House will now adjourn and meet again at 2 o' clock.

The Assembly adjourned for lunch at 1 o' clock and re-assembled at 2 o' clock with the Dewan President in the chair.

NEW MEMBER.

Mr. E. G. Salter took the oath and signed the rolls.

DEMANDS FOR GRANTS (*contd.*)

DEMAND XI—PUBLIC WORKS DEPARTMENT INCLUDING WATER WORKS AND DRAINAGE—Rs 58,88,962 (*contd.*)

Motion No. 435 (*contd.*)

MR. K. P. KOCHUKORA THARAKAN: വന്നിച്ച താതിലുള്ള ഉദ്യോഗങ്ങൾ കൊടുത്തു് ഗവണ്മെൻറു പണത്തെ ദുരുപയോഗപ്പെടുത്തുന്നതിനു പ്യാപ്തമായിട്ടുള്ളതാണു ഗവണ്മെൻറു് അടുത്ത കാലത്തുണ്ടാക്കിയിട്ടുള്ള ഇറിഗേഷനും മരാമത്തും ഡിപ്പാർട്ടുമെൻറു. അവയിലുള്ള ഉദ്യോഗസ്ഥന്മാരെ ഒന്നുകൂടി കുറയ്ക്കുന്നതായാൽ കാര്യക്ഷമമായ വിധത്തിൽ ജോലി നടത്തിക്കൊണ്ടുപോകാൻ സാധിക്കുന്നതാണു്. കാളവണ്ടിയും മറ്റും ഉപയോഗപ്പെടുത്തിവന്ന കാലത്തു ഡിവിഷൻ ആഫീസന്മാരുടെ സംഖ്യ വർദ്ധിപ്പിച്ചിരുന്നു. എന്നാൽ സഞ്ചാരത്തിനു ധാരാളം സൗകര്യമുള്ള ഇക്കാലത്തു് നാലു ഡിവിഷൻ ആഫീസറന്മാരെക്കൊണ്ടു

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[Mr. K. P. Kochukora Tharakan.]

മാത്രം ഭംഗിയായി ജോലി നടത്തിക്കൊണ്ടുപോകുന്നതാണ്. ഇപ്പോൾ ഡിവിഷൻ ആഫീസറന്മാർക്ക് നിശ്ചയിച്ചിട്ടുള്ള ൪൦൦ രൂപയെ ആയിരം രൂപയാക്കി വർദ്ധിപ്പിച്ച് നാലു ഡിവിഷൻ ആഫീസറന്മാരായി കുറയ്ക്കണമെന്നാണ് എനിക്കു പറയുവാനുള്ളത്. അതുപോലെ സെക്ഷൻ ആഫീസറന്മാർക്ക് കൂടുതൽ അധികാരങ്ങളും കൊടുത്ത് സബ് ഡിവിഷൻ ആഫീസറന്മാരുടെ ജോലിയിൽ കുറവു വരുത്തണം. അങ്ങിനെചെയ്താൽ സബ്ബ് ഡിവിഷൻ ആഫീസറന്മാരുടെ ഏതാണ്ടും ജോലി സെക്ഷൻ ആഫീസറന്മാർക്കും ഡിവിഷൻ ആഫീസറന്മാരുടെ ഏതാണ്ടും ജോലികളും സബ്ബ് ഡിവിഷൻ ആഫീസറന്മാർക്കും ചെയ്യാൻ സാധിക്കുന്നതാണ്. സെക്ഷൻ ആഫീസറന്മാർക്കും സബ്ബ് ഡിവിഷൻ ആഫീസറന്മാർക്കും ഇന്ന് ഡിവിഷൻ ആഫീസറന്മാരുടെ പരീക്ഷായോഗ്യതകളെല്ലാം ലഭിച്ചിട്ടുണ്ട്. അതുകൊണ്ട് അവരിൽ കൂടുതൽ ചുമതലയുള്ള ജോലികളും ചുമത്തുന്നതു് അബദ്ധമായിരിപ്പാൻ ഇടയില്ല. പിന്നെ കണ്ടമാനമുള്ള പ്രൊമോഷനുകളും നടക്കുമെന്നാണെന്ന സംശയം തോന്നുന്നുവെങ്കിൽ അതു ചെയ്യുന്ന കാരക്കാരെ കണ്ടുപിടിച്ചു ശിക്ഷിക്കുകതന്നെ വേണം. ഏതായാലും ഇന്നുള്ള അഞ്ചു ഡിവിഷൻ ആഫീസറന്മാരെ നാലാക്കുന്നതുകൊണ്ടു കാര്യക്ഷമതയ്ക്കു യാതൊരു കുറവും വരുകയില്ലെന്നുള്ള അഭിപ്രായത്തോടുകൂടി ഞാൻ ഈ ഉപക്ഷേപത്തെ അനുകൂലിക്കുന്നു.

MR. THARIATHU KUNJITHOMMEN: ഞാനും ഈ ഉപക്ഷേപത്തെ പിൻതാങ്ങുന്നു. ബ്രിട്ടീഷ് ഇൻഡ്യൻ ഡിസ്ട്രിക്ടുകളിൽ ഇവിടത്തെ ഡിവിഷൻ ആഫീസറന്മാരുടെ സ്ഥാനത്തു് ഒരാൾ മാത്രമേയുള്ളൂ. പക്ഷെ ഇവിടത്തെ ഡിവിഷൻ ആഫീസറന്മാർക്ക് നിശ്ചയിച്ചിട്ടുള്ള സ്ഥലത്തിന്റെ വലിപ്പത്തിനു് അവിടെ അല്പം കുറവു വരുമായിരിക്കാം. എങ്കിലും വലിയ വ്യത്യാസം വരുമെന്നു തോന്നുന്നില്ല.

ഇവിടെ റോഡിന്റെ സൗകര്യവും കൂടുതലായി ഉണ്ട്. അതുകൊണ്ടു യാത്രചെയ്യാൻ കൂടുതൽ സൗകര്യമുണ്ട്. അഞ്ചു ഡിവിഷനാഫീസറന്മാർ ആവശ്യമില്ല. രണ്ടു പേർ മാത്രം മതിയാകും. ഇന്ന് കാറിൽ പോയി കീഴ്ജീവനക്കാരുടെ ജോലികളെ പരിശോധിക്കുന്നതിനു രണ്ടുപേർ മതി. റോഡിന്റെ സൗകര്യവും കൂടുതലുള്ളതുകൊണ്ടാണ് ഉദ്യോഗസ്ഥന്മാർ കൂടുതൽ സഞ്ചരിച്ചു ചെയ്യണമെന്നും അവരുടെ എണ്ണം കുറയ്ക്കണമെന്നും അഭിപ്രായപ്പെടുന്നതു്. ഇപ്പോൾ കാര്യങ്ങളെല്ലാം കീഴുദ്യോഗസ്ഥന്മാരെക്കൊണ്ടു നടത്തിക്കൊണ്ടുപോകുന്നതുകൊണ്ടു് വലി

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യ ഉദ്യോഗസ്ഥന്മാരുടെ എണ്ണം കുറവുചെയ്യുന്നതുകൊണ്ട് ജോലികൾക്കു ഭംഗം വരുന്നതായി വിചാരിക്കാനില്ല. ഉയർന്ന ഉദ്യോഗസ്ഥന്മാരുടെ ഇടയിൽ അഴിമതികൾ കുറവാണെങ്കിലും ഈ വകുപ്പിലെ കീഴുദ്യോഗസ്ഥന്മാരുടെ ഇടയിൽ ധാരാളം അഴിമതി നടക്കുന്നുണ്ട്. ആ അഴിമതികളെ നിറുത്തുന്നതിന് ഇപ്പോഴും ഇവരെക്കൊണ്ടു സാധിക്കാതെയാണിരിക്കുന്നത്. ഇഞ്ചിനീയറിംഗിൽ വിദഗ്ധന്മാരായവർ കൺട്രാക്ടന്മാർക്കു വേണ്ട ഉപദേശങ്ങൾ നൽകി ജോലികൾ നടത്തിക്കുന്നതിനു പരീക്ഷാവിജയികളായ അസിസ്റ്റൻറ് ഇഞ്ചിനീയർമാർ ധാരാളമുണ്ട്. മാത്രമല്ലെയും ധാരാളമുള്ളതുകൊണ്ടും, വിദഗ്ധന്മാരായ കീഴുദ്യോഗസ്ഥന്മാരധികമുള്ളതുകൊണ്ടും ഡിവിഷൻ ആഫീസറന്മാരുടെ സംഖ്യ രണ്ടാക്കണമെന്നാണ് എന്റെ ബലമായ അഭിപ്രായം. പി. ഡബ്ലിയു. ഡിപ്പാർട്ടുമെൻറിൽ വലിയ ശമ്പളമുള്ള ഉദ്യോഗസ്ഥന്മാർ ധാരാളമുണ്ട്. ഈ ഡിപ്പാർട്ടുമെൻറിൽ രണ്ടുപേരെ കുറച്ചാൽ മറ്റു ഡിപ്പാർട്ടുമെൻറിൽ നാലുപേരെ കുറയ്ക്കുന്ന ഫലം കിട്ടും. അവരെ കുറയ്ക്കുന്നതുനിമിത്തം കിട്ടുന്ന പണം റോഡിനുവേണ്ടി ചിലവാക്കാവുന്നതാണ്. കീഴിലുള്ളവരുടെ അഴിമതികളെ കണ്ടുപിടിക്കുന്നതിനു മേലുദ്യോഗസ്ഥന്മാർ തക്ക പ്രാപ്തരായിരിക്കണം. ഇപ്പോഴത്തെ നിലയാണെങ്കിൽ എത്ര കൂടുതൽ ഉദ്യോഗസ്ഥന്മാരെ നിയമിച്ചാലും അഴിമതി നിറ്ത്താൻ സാധിക്കുകയില്ല. ഇപ്പോൾ അവർ റോഡിൽകൂടി സുഖമായി യാത്രചെയ്യുക മാത്രമെ ചെയ്യുന്നുള്ളൂ. അങ്ങിനെ ചെയ്യുന്നതുകൊണ്ടു കീഴിലുള്ളവർ എത്രത്തോളം കാര്യക്ഷമതയോടുകൂടി പ്രവർത്തിക്കുന്നു എന്നു് അറിയാൻ സാധിക്കുകയില്ല. കാര്യക്ഷമത വർദ്ധിപ്പിക്കുന്നതിനു മേലുദ്യോഗസ്ഥന്മാരുടെ സംഖ്യ വർദ്ധിപ്പിച്ചതുകൊണ്ടു ഫലമില്ലെന്നു കാണാം. കീഴിലുള്ളവരെ കൺട്രോൾ ചെയ്യുന്നതിനു തക്ക സാമർത്ഥ്യമുള്ളവർ ഉണ്ടായിരിക്കണം. അതുകൊണ്ടു് ഉദ്യോഗസ്ഥന്മാരുടെ സംഖ്യ കുറയ്ക്കുന്നതുകൊണ്ടു് യാതൊരു ദോഷവും വരാനില്ല. ഞാൻ ഈ ഉപക്ഷേപത്തെ പിൻതാങ്ങുന്നു.

MR. M. SIVATHANU PILLAI: Sir, I also agree with the principle underlying the motion before the House, namely, the question of investigating whether the present number of Division officers is after all necessary or is warranted under the circumstances. One instance, Sir, that strikes me at present and which persuades me to speak on this motion is this. In Nagercoil there are at present two Division officers, one for the regular Public Works Department and the other for the Water Works. As I understand, Sir, the Division officer in charge of the Water Works there, has also been empowered to control and supervise the work at Shencottah. What does that mean? It means that officer draws his travelling allowance between Nagercoil and Shencottah, every time he goes to Shencottah and back to Nagercoil. Whereas Alleppey water works have been supervised by the P. W. Division

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[Mr. M. Sivathanu Pillai.]

officer at Quilon. In this connection, I would submit that one Division Officer at Nagercoil would be quite sufficient to look after both the regular public works and the water works. I fail to understand why there should be any necessity for two Division Officers in one and the same place, namely, Nagercoil, one for the regular Public Works and the other for Water Works. It may be argued that the separate division officer is solely intended for the supervision of water works and is desirable because the works would be facilitated and there will be greater progress. From my personal experience I may say that in spite of a separate division officer for water works, the progress is not at all coming up to our expectations. Work is rather very very slow and there is not much progress. When the work was started, it was promised the work will be completed and the supply will begin at the end of $2\frac{1}{2}$ years. Now it is over 3 years; and we are far from completion. The House has also to remember in this connection that the expenditure on the water works at Nagercoil has got to be shared by the Municipality to the extent of 50 per cent. When that also is considered, the question whether one Division Officer is not quite sufficient to supervise both the work of the Public Works Department and also the water works has very seriously to be considered. Perhaps it may be argued on the other side that one Division Officer will not be able to control all the sub-divisions as well as the different sections pertaining both to the regular P. W. D. and the water works. Sir, in spite of the fact that there are two Division Officers, one for the regular P. W. D. and one for water works, instances are not wanting where there is absolute lack of control. For example, in the Nagercoil Division there are three sections, Miladi, Bhoodapandi and Nagercoil sections. The section officers are also given Government quarters and they are expected to reside in the places where their offices are. But the Section Officer that is expected to reside in Miladi can alwaye be found in Nagercoil where he is having his residence. Think of the difficulty the ryots at Cape Comorin will have to go over all the way from Cape Comorin to Nagercoil to see the Section Officer for the proper distribution of water. They have to travel 10 and 12 miles to find the Section Officer in connection with irrigation of their lands which may not after all yield even as much as the charge that they have to pay for frequent travelling in the bus for the purpose. What I want to say is, whether it is not enough for one Division Officer for both the regular P. W. D. and the water works or whether there should be two, one for the regular P. W. D. and another for water works, in the matter of control. The willingness and the attitude on the part of the subordinates count a great deal in the matter of execution of works and not duplication of supervising agencies. So it is a matter for Government seriously to consider whether one Division Officer for both the regular P. W. D. and water works would not suffice. The money spent on another Division Officer and his staff will only be throwing the money to waste. With these few words I agree with the principle of the motion.

LIBRARY ARCHIVES Kerala Legislative Assembly

MR. S. SESHA AIYAR: Sir, I oppose the motion. Prior to 1098, there were eight divisions and eighteen sub-divisions in the whole State. As a result of the re-organisation of 1098 and as a matter of retrenchment, two divisions and eight sub-divisions were reduced. Recently the Maramat Department has been amalgamated with the P. W. D. That means we have practically reduced the number of divisions by another division as we have added the duties of the Maramat Department to the Public Works Department without increasing the number of divisions. From 1115 onwards we are going to abolish the irrigation division and that is similarly equivalent to the reduction of one more division. So, I cannot subscribe to the proposal to reduce any more divisions or sub-divisions. That will lead to insufficiency and consequent waste of money.

MR. K. P. KOCHUKORA THARAKAN: എട്ട് സബ് ഡിവിഷൻ ഉണ്ടായിരുന്നതിൽ രണ്ടുകുറച്ചു എന്നുപറഞ്ഞു. അങ്ങനെ കുറച്ചകാലത്തു ജോലിയിൽ വല്ല കുടിശികയും ഉണ്ടായിരുന്നോ?

MR. S. SESHA AIYAR: Now, due to increased facilities for travel it does not suffer very much but at the same time I may say that our annual budget allotment has been going down ever since 1098.

But that is the minimum number of divisions or sub-divisions of the Public Works Department for proper management of works throughout the State. If any sub-division or division is reduced then P. W. D. work will suffer to a very great extent.

MR K. P. KOCHUKORA THARAKAN: മരാമത്തും ഇറിഗേഷനും ഡിപ്പാർട്ടുമെൻറുകളും ഒന്നാക്കിയതുകൊണ്ട് അലാട്ടുമെൻറു കുറേക്കൂടി കുറയ്ക്കുമോ?

MR. S. SESHA AIYAR: No, Sir. The Maramath Department was managed by a separate Division Officer, that is by a Maramath Engineer. Now the work of that department is under P. W. D. control. We are working intensively to that extent. Similarly with regard to the Irrigation Department. Reduction in any sub-division concerning irrigation will not be conducive for the proper working of the department.

MR. K. P. KOCHUKORA THARAKAN: സബ് ഡിവിഷൻ ആഫീസർമാക്ക് അലാട്ട് ചെയ്തിട്ടുള്ള @ 0 0 രൂപാ ആയിരം രൂപയാക്കി വർദ്ധിപ്പിച്ചാൽ ഇപ്പോഴത്തെ ജോലി നാലുപേരെക്കൊണ്ടു നടത്തിക്കാൻ സാധിക്കുകയില്ലേ?

MR. S. SESHA AIYAR: Enhancing the exsisting powers of the sub-division officer or division officer, I am of opinion, will not be conducive to the proper working of the department.

MR. K. NARAYANAPERUMAL NADAR: May I know why the irrigation sub-division at Nagercoil has been transferred to Thuckalay.

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MR. S. SESHA AIYAR: It is not like that. Another sub-division has been formed at Thuckalay for looking after works of that sub-division including irrigation.

MR. K. P. ABRAHAM: May I know whether the Division Officer finds enough time to supervise the work of his assistants?

MR. S. SESHA AIYAR: The Division Officer spends much of his time on inspection and has practically very little time to attend to office work in the day time, but has to work for a number of hours in the night.

MR. K. P. KOCHUKORA THARAKAN: ഡിവിഷൻ ആഫീസറന്മാക്കും സബ് ഡിവിഷൻ ആഫീസറന്മാക്കും ഉള്ള പരീക്ഷായോഗ്യതകൾ ഒരു പോലെ അല്ലേ?

MR. S. SESHA AIYAR: I may even say that some Section Officers have as much qualification as a Sub-Division Officer or Division Officer. That does not mean that a Section Officer should be straightway appointed as a Sub-Division Officer or even as Division Officer. Only by gradual working and training in the Department a Supervisor who is a B. E. or B. Sc, (London) gets a chance to be appointed as Sub-Division Officer and after further long experience as Division Officer. In other words, after long experience as Section Officers they are promoted as Assistant Engineers or thereafter Division Officers. There is no substance in proposing to appoint the Section Officers who have B. E. qualification as Division Officers, straightway.

MR. M. SIVATHANU PILLAI: Will it not be possible for the Division Officer at Nagercoil to look after regular P. W. D. works as well as the Water Works Department?

MR. S. SESHA AIYAR: A separate Division Officer has been appointed for looking after the supply of water in Nagercoil town. It is not possible to do intensive work for the supply of water without a separate Division. That Division Officer has charge over the water-supply of Shencotta also. There is a Sub-Division at Shencottah.

PRESIDENT: What is the period within which water will be supplied to Nagercoil?

MR. S. SESHA AIYAR: In 1941. Therefore what I want to say is if the Nagercoil Division Officer is shouldered with the responsibility of attending to water works along with his usual duties including irrigation matters both the works will suffer. In my opinion amalgamation of water works with the regular P. W. D. works is not conducive to the efficient working of the Department.

MR. T. C. KESAVA PILLAI: May I know from the member how the Division Officer, Nagercoil, is more competent to shoulder the work of water supply as well as regular P. W. D. work?

MR. S. SESHA AIYAR: All that I say is there should be a separate officer to look after the duties of water works department.

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MR. M. SIVATHANU PILLAI: In view of the fact that the investigation of water supply is being carried on for last one year or so I wish to know from this day onwards how much time will be taken up for supply of water to Nagercoil Town.

MR. S. SESHA AIYAR: In 1941 water will be supplied to Nagercoil.

MR. K. P. KOCHUKORA THARAKAN: I do not press the motion. The motion was by leave withdrawn.

Motion No. 436.

The following motion was not moved.

MR. P. S. MAHOMED:

To reduce the allotment of Rs. 76,200 for travelling allowance by Rs. 10.

Motion No. 437.

MR. KAVIYOOR K. K. KOCHUKUNJU: ചീഫ് ഇഞ്ചിനീയരുടെ ട്രാവലിംഗ് അലവൻസ് ഇനത്തിലേക്കു കൊള്ളിച്ചിട്ടുള്ള ഒന്നര ലക്ഷം രൂപായിൽനിന്നും ഒരു രൂപാ കുറയ്ക്കണമെന്നുള്ള ഉപക്ഷേപത്തെ ഞാൻ ഇവിടെ അവതരിപ്പിച്ചുകൊള്ളുന്നു. ഞാൻ ഈ ഉപക്ഷേപം അവതരിപ്പിക്കുന്നത് കവിയൂർ ഇരവിപേരൂർ എഴുന്നള്ളത്തു റോഡിന്റെ ശോച്യാവസ്ഥയെപ്പറ്റി ചില സംഗതികൾ ബഹുമാനപ്പെട്ട ഗവണ്മെന്റിന്റെ ദൃഷ്ടിയിൽ കൊണ്ടുവരുന്നതിനും അതിന് ഒരു പരിഹാരം ഉണ്ടാക്കണമെന്നു ചീഫ് എൻജിനീയർ അവർകളോട് അപേക്ഷിക്കുന്നതിനും വേണ്ടിയാണ്. ഈ റോഡ് വളരെ പുരാതനമായിട്ടുള്ളതും തിരുവിതാംകൂറിന്റെ നാനാഭാഗങ്ങളിലും ഗതാഗതത്തിനു സൗകര്യമുള്ളതുമാണ്. കവിയൂർ ദേവനെ ആറാട്ടിന് എഴുന്നള്ളിക്കുന്നതിന് ഉപയോഗിക്കുന്ന റോഡു ഇതാണ്. അവിടെ ഒരു കടത്തുകടവ് ഉണ്ട്. അവിടെയുള്ള വഴി വളരെ പരിതാപകരമായ നിലയിൽ എത്തിയിരിക്കുകയാണ്. ഈ വിവരങ്ങൾ ഡിപ്പാർട്ടുമെൻറധികാരികളെ ധരിപ്പിച്ചതിൽ ആ സ്ഥലം വന്നു നോക്കുന്നതിനുപോലും അവർക്കു ഭയവുണ്ടായില്ല. ഈ സംഗതിയിൽ സ്ഥലനിവാസികൾക്ക് അതിയായ സങ്കടമുണ്ട്. അതുകൊണ്ടു ഈ റോഡിന്റെ ശോച്യാവസ്ഥയെ പരിഹരിക്കുന്നതിനു ഗവണ്മെൻറിന്റെ സവിശേഷമായ ശ്രദ്ധ എത്രയും വേഗത്തിൽ പതിയണമെന്നപേക്ഷിക്കുന്നു. ഈ അവസരത്തിൽ ഒരു സംഗതികൂടി എനിക്കു പ്രസ്താവിക്കുവാനുണ്ട്. ഈ ഠൗൺവാസികളായ അലക്കുകാർക്ക് കള്ളിയാറ്റിൽ പാറച്ചിറ അണക്കെട്ടിനു താഴെയുള്ള കടവിലേക്കു പോകുന്നതിന് ഇപ്പോൾ വളരെ ബുദ്ധിമുട്ടായിരിക്കുന്നു. ഈ വിവരം ചീഫ് ഇഞ്ചിനീയരേയും മുനിസിപ്പൽ പ്രസിഡൻറിനേയും അറിയിച്ചിട്ടുണ്ട്.

LIBRARY ARCHIVES Kerala Legislative Assembly

[Mr. Kaviyoor K. K. Kochukunju.]

സമീപത്തുള്ള പുരയിടങ്ങളിൽ കയറിയാണ് ഈ അലക്കുകാർ ഇപ്പോൾ ആ കടവിൽ പോയ്ക്കൊണ്ടിരിക്കുന്നത്. ആ പുരയിടങ്ങളിൽ വേലികൾ കെട്ടി അടച്ചിരിക്കുന്നതുനിമിത്തം ആ വഴി പോകുന്നതിനും ഇപ്പോൾ സാധിക്കാതിരിക്കുന്നു. ശരാശരി നൂറില്പരം അലക്കുതൊഴിൽകാരായ വണ്ണാർ പ്രതിദിനം അവിടെ ഈ തൊഴിൽ ചെയ്യുവരുന്നുണ്ട്, അലക്കുവിഷയത്തിൽ പ്രസ്തുത തൊഴിൽകാക്ക് ബുദ്ധിമുട്ട് നേരിട്ടാൽ അതിനുണ്ടാകാവുന്ന വിഷമം പൊതുജനങ്ങളെ മൊത്തം ബാധിക്കത്തക്കതാണ്. അതുകൊണ്ട് ആറ്റിൽ പോകുന്നതിന് ഒരു വഴിയുണ്ടാക്കുന്ന വിഷയത്തിൽ ബഹുമാനപ്പെട്ട ഗവണ്മെൻറിന്റെ ശ്രദ്ധ പതിയണമെന്നുകൂടിഅപേക്ഷിച്ചുകൊണ്ട് ഈ ഉപക്ഷേപത്തെ ഞാൻ അവതരിപ്പിച്ചുകൊള്ളുന്നു.

MR. S. SESHA AIYAR: In reply to the interpellation on the same subject it was answered that no representation has been received for improving the roads in question. I may inform the member that steps will be taken for making an inspection of these roads. I believe that orders have been issued to the Division Officer to inspect those roads and make a report on them. As regards the other portions referred to by the member I may submit that necessary action will be taken on them.

MR. THAMARAPALLIL KOCHU THOMMEN: ന്യൂ മൈൽക്കുറ്റിക്കും ഇടയ്ക്കുള്ള ചെറുവള്ളിറോഡിനെപ്പറ്റി വല്ല അപേക്ഷയും കിട്ടിയിട്ടുണ്ടോ?

MR. S. SESHA AIYAR: I have not visited that road.

The motion was by leave withdrawn.

The following motions were not moved:

Motion No. 438.

"To reduce the allotment of Rs. 4,53,500 for original works by Re. 1.

Motion No. 439.

"To reduce the allotment of Rs. 11,06,163 for maintenance or annual repairs by Rs. 10

Motion No. 440.

MR. P. S. MAHOMED: ചീഫ് ഇഞ്ചിനീയർക്ക് റിസർവുചെയ്തിട്ടുള്ള ൫൦൦൦ രൂപയിൽനിന്നും ൧൦ രൂപാ കുറയ്ക്കണമെന്നുള്ള ഉപക്ഷേപത്തെ ഞാൻ ഇവിടെ അവതരിപ്പിച്ചുകൊള്ളുന്നു. ആലപ്പുഴ, സ്റ്റീം മോട്ടാർ ബോട്ട് സർവീസ് മുന്നു നാലു ബോട്ടുടമസ്ഥന്മാരാണ് നടത്തിക്കൊണ്ടിരിക്കുന്നത്. അവരുടെ ഇതുപര്യന്തമുള്ള പ്രവർത്തനത്തെ

LIBRARY ARCHIVES Kerala Legislative Assembly

വച്ചുകൊണ്ടു നോക്കിയാൽ അതിന്റെ ഉടസ്ഥന്മാർ പറയുന്നത് അവക്കു നഷ്ടമാണെന്നാണ്. അങ്ങിനെ നഷ്ടപ്പെട്ടു നടത്തുന്ന സ്ഥിതിക്കു ഈ സ്റ്റീം മോട്ടാർ ബോട്ട് സർവീസിനെ ഗവണ്മെൻറിൽനിന്നും ഏറ്റെടുത്തു ട്രാൻസ്പോർട്ട് ഇപ്പോൾ നടത്തുന്നതുപോലെ നടത്തുന്നതായാൽ അതു ജനങ്ങൾക്കു വളരെ പ്രയോജനപ്രദമായിത്തീരുന്നതാണ്. ബസ്സുടമസ്ഥന്മാക്കു് ഉണ്ടായിരുന്നതുപോലുള്ള പരാതി ഈ സംഗതിയിൽ ഉണ്ടാകുകയില്ല. മൂന്നു നാലുപേർ മാത്രമെ ഉടമസ്ഥന്മാരായി ഉള്ളു. അവരെ വിളിച്ചുവരുത്തി ഗവണ്മെൻറിൽനിന്നും യോഗ്യമായ നിലയിലുള്ള ഏതെങ്കിലും തോതിൽ അവരുടെ അവകാശത്തെ വാങ്ങി സർവീസു നടത്തുന്നതായാൽ ഇപ്പോഴത്തേക്കാൾ കൂടുതൽ കാര്യക്ഷമമായി സർവീസു നടത്താൻ സാധിക്കുന്നതാണ്. അതിൽ നഷ്ടം വരികയില്ല. അതു കൂടാതെ ഇന്നു മോട്ടാർ ബോട്ടിലെ ജോലിക്കാർ ക്രമത്തിലധികം കഷ്ടപ്പെടുന്നുണ്ടു്. അവർക്കു ശരിയായി ശമ്പളം കിട്ടുന്നില്ല. അവരുടെ ഉദ്യോഗത്തിനു യാതൊരു ക്ലിപ്തവുമില്ല. അതുകൊണ്ടു് അവരെ ഏപ്പോൾ വേണമെങ്കിലും പിരിച്ചുവിടാൻ സാധിക്കും. ഫാക്ടറി റഗുലേഷൻകൊണ്ടു് അവർക്കു യാതൊരു പ്രയോജനവും സിദ്ധിക്കുന്നുമില്ല. അതുപോഴയിലെ തൊഴിലാളികൾ ഗവണ്മെൻറിനെ വിഷമിപ്പിക്കുന്നതിനു വേണ്ടി രാഷ്ട്രീയപ്രക്ഷോഭകന്മാരുടെ പുറകെ പോയതായ അവസരത്തിൽ ഈ ബോട്ടു സർവീസിലെ തൊഴിലാളികൾ യാതൊരു വിധമായ അക്രമങ്ങളിലും ഉൾപ്പെടാതെ അവരുടെ കാര്യംമാത്രം നോക്കി പ്രത്യേകം ഒരു അസോസിയേഷൻ രജിസ്റ്റർചെയ്തു കഴിഞ്ഞുകൂടുകയാണു ചെയ്തുവന്നതു്. അനാവശ്യമായ രംഗങ്ങൾ സൃഷ്ടിക്കുന്നതിനോ ഗവണ്മെൻറിനെ ഭയപ്പെടുത്തുന്നതിനോ ഇവർ പോകുന്നില്ല. കുറെ ദിവസങ്ങൾക്കുമുൻപു് ഈ വിവരങ്ങളെല്ലാം ഒരു ഡിപ്പുട്ടേഷൻ എന്ന നിലയിൽ ദിവാൻജി അവർകളോടു പറയുകയും ദയാപുരസരം അദ്ദേഹം വേണ്ടതു ചെയ്യാമെന്നു സമ്മതിക്കുകയും ചെയ്തിട്ടുണ്ടു്. അതനുസരിച്ചു സമയനിർണ്ണയം ചെയ്യുകയും പാക്കറേജുകൾ സമ്പ്രദായം ഏർപ്പെടുത്തുകയും ചെയ്തു. മുതലാളിമാർ ഇതറിഞ്ഞ ഉടനെ ചുമതലപ്പെട്ട ചില ഉദ്യോഗസ്ഥന്മാരെ ഉത്സാഹപ്പെടുത്തി കുഴപ്പം ഉണ്ടാക്കുന്നതിനു് ഉത്സാഹിച്ചുവരുന്നു. ഈ തൊഴിലാളികൾ പ്രക്ഷോഭകന്മാരുടെ പിന്നിൽ പോകുകയില്ലെന്നു കണ്ടതിനാൽ മി. പി. എൻ. കൃഷ്ണപിള്ളയുടെ അദ്ധ്യക്ഷതയിൽ സ്റ്റീം ബോട്ട് എംപ്ലോയിസ് അസോസിയേഷൻ എന്ന പേരിൽ

LIBRARY ARCHIVES Kerala Legislative Assembly

[Mr. P. S. Muhamed.]

വേറൊരു സംഘം രജിസ്റ്റരാക്കി. അതിൽ ഏതു പേർ മാത്രമേയുള്ളൂ. ഈ സംഘത്തെ കൂട്ടുപിടിച്ചുകൊണ്ടു മുതലാളിമാർ തൊഴിലാളികളെ വിഷമിപ്പിക്കുന്നു. ഇവർ ഉദ്യോഗസ്ഥന്മാരെ സ്വാധീനപ്പെടുത്തുവാൻ ശ്രമം നടത്തുന്നു. ഉത്തരവാദിത്വമുള്ള ഉദ്യോഗസ്ഥന്മാർ തൊഴിലാളികളോടു യോഗ്യമായി പെരുമാറാത്തപക്ഷം സ്റ്റീം ബോട്ടിലെ തൊഴിലാളികളും പ്രക്ഷോഭകന്മാരുടെ പുറകെ പോകേണ്ടിവരുന്നതാണ്. അങ്ങിനെ ഒരു നില വന്നാൽ അതിന്റെ ഫലമെന്തായിരിക്കുമെന്നു ചിന്തിക്കണം. യോഗ്യമായ നിലയിൽ തൊഴിലാളികളെ സഹായിച്ചു് അവരെ പ്രോത്സാഹിപ്പിക്കുകയല്ലാതെ അക്രമം പ്രവർത്തിക്കുന്നതിനു മുന്നോട്ടു വിടുന്നതായാൽ അതുനിമിത്തം വളരെ വിഷമം ഉണ്ടാകുന്നതാണു്.

സ്റ്റീം ബോട്ടിന്റെ ഓണർഷിപ്പു് ഗവണ്മെന്റു് ഏറ്റെടുത്തു പ്രവർത്തിക്കുകയാണെങ്കിൽ ഇങ്ങനെയുള്ള അക്രമങ്ങൾക്കൊന്നിനും സൗകര്യമുണ്ടാകുകയില്ല. അതുകൊണ്ടു് ഈ ബോട്ടു സർവീസിന്റെ ഉടമസ്ഥാവകാശം ഗവണ്മെന്റുതന്നെ സ്വീകരിച്ചു് ജലമാർഗ്ഗങ്ങളിൽ ഏറ്റവും പ്രധാനമായ ജലമാർഗ്ഗസർവീസ് ഗവണ്മെന്റു നടത്താതെയിരുന്നാൽ കഴിഞ്ഞവർഷം ഉണ്ടായതുപോലെയുള്ള സംഭവങ്ങൾ ഉണ്ടാകുമ്പോൾ ജനങ്ങൾ കഴുങ്ങേണ്ടിവരും. യാത്രക്കാക്കു പോകുന്നതിനോ സാമാനങ്ങൾ കൊണ്ടുപോകുന്നതിനോ നിവൃത്തിയില്ലാതെവന്നാൽ എന്താണു ചെയ്യുക? അതുകൊണ്ടു ജലമാർഗ്ഗമായ ട്രാൻസ്പോർട്ടു് ഏറ്റെടുത്തു നടത്തേണ്ടതു് അത്യന്താപേക്ഷിതമാണെന്നുള്ള അഭിപ്രായത്തോടുകൂടി ഈ ഉപക്ഷേപത്തെ സഭാസമക്ഷം അവതരിപ്പിച്ചുകൊള്ളുന്നു.

MR. M. L. JANARDHANAM PILLAI: The motor and Steam boat services of the country were started at a time when there was not the general impression either in the minds of the public or the Government that it was the duty of the Government to take them up under their direct control and supervision. But it has now become the duty of the present Government to take up Transport as a public system under their direct control. It has also to be remembered that the public exchequer had to meet an expenditure of several lakhs of rupees year after year for this purpose and the direct benefit was that it resulted in the improvement of this transport system to a considerable extent. Therefore it is high time for us to consider whether Government would not be justified in stepping in and taking over the control of motor and steam boats that ply in the waters of Travancore. The vessels that are used at present, are, in my opinion, not scientifically constructed. They are dangerous for travellers as recent occurrences must have brought to your notice. Small boats which are absolutely unsafe are allowed to

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ply in the backwaters of Travancore. There has been a recent occurence in which a motor boat that was plying in the Vycome lake fell a pray to the gale and people had to meet with accidents and some of them had lost their lives. There is unhealthy competition between different boat-owners. They fix up timings which it is impossible for them to carry out. If according to one schedule of timings the number of passengers are not sufficient to start the boat, they wait until the next timing. These Launches provide no safety or convenience to the travelling public and we hear year after year of several accidents that are happening. There are occasions when ladies are provided seats at the farthermost end of the boats where absolutely no convenient sitting stretching space are provided for them. During the hot months of the year these boats are covered with zinc sheets which are producing extreme heat throughout the day and the travelling public have to bear its heat. These are but a few of the experiences which the travelling public have to suffer. It is high time to see that such vessels which do not provide ordinary conveniences to the public are not allowed to carry on the service. No doubt, these boats are tested by somebody. We know what those testings mean and how inconvenient the boats are. Now it has been proved beyond the possibility of a doubt that as against many unhealthy competitions and indiscipline that existed at one time we have greater convenience now in the public transport maintained by Government. If we have got a complaint we can go to the responsible authorities of the institution and present our case and we are sure that they will hear our complaints. If the institution does not give us a hearing we can ventilate our grievances to higher authorities and see that such inconveniences are removed. We have no such organisations with regard to private concerns. I quite agree with Mr. P. S. Muhammed when he says that during the last general strike that ocurred in Alleppey these boats were of great assistance in carrying cargo between Alleppey and Cochin. In that connection the Chamber of Commerce requested Government several days before the general strike that they should step in and take over the canal and back water services. After all they are national enterprises meant for the improvement and convenience of the public and probably Government thought that it was not yet time and they wanted to wait and see the result of the experiment already made. Now it has been proved beyond doubt that we want it. The public are asking for it. I trust that Government will seriously consider this aspect of the question, namely, the nationalisation of this important transport service that is now using the backwaters of the State.

MR. T. C. KESAVA PILLAI I support the motion moved by Mr. P. S. Muhammed. When the transport service was first started there were murmers throughout the country, but today we are able to realise where we are. We are able to control and find out a best atmosphere throughout the country. As remarked by Mr. M. L. Janardhanan Pillai we find buses and boats running without any uniformity and there

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[Mr. T. C. Kesava Pillai]

is a lot of complaint with regard to the convenience of passengers. Now we have got an expert in Mr. Salter. He will be in a position to control the boats. There seems to be some sort of ill-feeling between the P. W., the Police and the Transport Departments. The whole thing should be put under one important officer. By that I mean that the whole transport should be under a very responsible officer or organization like Mr. Salter; the boats and the motors should all be under the Transport Department. They should not be functioning under two or three Departments. The buses, lorries and boats should all be checked by one Department. That means that the Police officers will have to divest a portion of their authority to the Transport Department.

MR. M. K. NILAKANTA AIYAR: A Board is proposed to be started composing the Heads of the Transport, P. W. and the Police Departments

MR. T. C. KESAVA PILLAI: One day I myself had to make a complaint with regard to a conductor.

PRESIDENT: It is for the purpose of avoiding conflicts between the Police and P. W. Departments that Government have now constituted a Board composing of the Heads of different Departments who will act together on all matters affecting the whole Department.

MR T. C. KESAVA PILLAI: Now I come to another point. There are a few owners of boats that ply in the canals. Government have full authority over these canals. I strongly recommend Government to introduce a legislation to consolidate all owners of buses and other vehicles to be controlled by one Department in the matter of fare and other matters. Though the financial position of Government at present may not allow it some sort of syndicate arrangement may be made between the owners of buses and Government by which all the vehicles are brought under the control of the Transport Department. With these words I strongly support the motion brought forward by my friend Mr. P. S. Muhammed.

MR. T. T. KESAVAN SASTRI: സർ, ഞാൻ ഈ ഉപക്ഷേപത്തെ അനുകൂലിക്കുന്നു. ബോട്ട് സർവ്വീസുകൾ ഗവണ്മെൻറ് ഏറെറടുക്കുന്നത് കൂടുതൽ പ്രയോജനകരമായിരിക്കും. ട്രാൻസ്പോർട്ട് ഡിപ്പാർട്ടുമെൻറിനോട് ഈ വകുപ്പുകൂടി സംഘടിപ്പിച്ചു നടത്തിയാൽ മതിയാകും. ഇങ്ങനെയായാൽ ഗവണ്മെൻറിനു ലാഭമുണ്ടാകുന്നതു മാത്രമല്ല, ജനങ്ങൾക്കു കൂടുതൽ സഹായം കൂടിയായിരിക്കും. ട്രാൻസ്പോർട്ട് പദ്ധതി ആരംഭിച്ചപ്പോൾ പലരും ആശങ്കകൾ പ്രകടിപ്പിച്ചിരുന്നതായി കാണുന്നു. എന്നാൽ ഇന്ന് ഈ ഡിപ്പാർട്ടുമെൻറിന്റെ ഗണ്യമായ ആദായത്തിൽ അഭിനന്ദിക്കാത്തവരാരുമുണ്ടെന്നുതോന്നുന്നില്ല. ഗവണ്മെൻറ്, ട്രാൻസ്പോർട്ട് ഡിപ്പാർട്ടുമെൻറ് നടത്തിപ്പിൽ പരാജയപ്പെട്ടുമെന്നും, മറും പറഞ്ഞിരുന്നവർ എല്ലാം ഇന്ന് ആശ്ചര്യപ്പെടാനിടയാ

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യിരിക്കുന്നു. ഇതേവരെ ഗവണ്മെൻറ് ഏറെറടുത്ത ലൈനുകളിൽനിന്നും കിട്ടുന്ന ആദായം ആശാർഹമാകുന്നു. ട്രാൻസ്പോർട്ട് സിസ്റ്റം ഫെയിലിവർ ആകാൻ ഇടയില്ലെന്നുവന്നതു് ഈ പ്രസ്ഥാനത്തെ അനുകൂലിച്ചവരുടെ പ്രത്യേക സന്തോഷത്തിനുകൂടെ സംഗതിയാക്കിയിട്ടുള്ളതാണല്ലോ. ട്രാൻസ്പോർട്ട് ഡിപ്പാർട്ടുമെൻറിന്റെ നടത്തിപ്പിനുശേഷം പ്രൈവറ്റ് സർവീസുകാർ ഉണർന്നിട്ടുണ്ടെന്നും കാര്യക്ഷമത പാലിക്കുവാൻ അവർ നിർബന്ധിതരായിത്തീർന്നിട്ടുണ്ടെന്നുംകൂടി പറയുവാൻ എനിക്കു വളരെ സന്തോഷമുണ്ടു്. പ്രൈവറ്റ് കമ്പനിക്കാരും ഓണേഴ്സും പ്രത്യേകം പ്രത്യേകം ശ്രദ്ധിക്കുന്നതുകൊണ്ടു് യാത്രക്കാരുടെ സൗകര്യങ്ങൾക്കും കൂടുതൽ സംഗതിയായിട്ടുണ്ടു്. അതുപോലെ ബോട്ട് സർവീസും ഗവണ്മെൻറ് ഏറെറടുത്തുനടത്തുന്നതായാൽ അധികം ആദായവും സൗകര്യവും സിദ്ധിക്കുന്നതാണു്. ബോട്ട് സർവീസ് മുഴുവൻ ഏറെറടുത്തു നടത്തണമെന്നു ഞാൻ പറയുന്നില്ല. ആദ്യമായി കൊല്ലം—അലപ്പുഴ സർവീസോ, അലപ്പുഴ—എറണാകുളം സർവീസോ സൗകര്യംപോലെ ഏറെറടുത്താൽ മതിയാകും. അങ്ങനെയായാൽ പ്രൈവറ്റ് ബോട്ട് സർവീസ് ഇപ്പോൾ നടത്തിവരുന്നവർക്കും സങ്കടത്തിനു അവകാശമുണ്ടാകുന്നതല്ല. ബോട്ട സർവീസ് മാനേജർമാർക്കും കൂടുതൽ കാര്യക്ഷമതയും മാന്യതയും ഉണ്ടാകാനിടയാകുമെന്നു തന്നെ ഞാൻ അഭിപ്രായപ്പെടുന്നു. ഈ പദ്ധതി അംഗീകരിച്ചു നടപ്പിലാക്കുന്ന വിഷയത്തിൽ ഗവണ്മെൻറും ഡിപ്പാർട്ടുമെൻറുകാരും ശ്രദ്ധിക്കണമെന്നു പ്രത്യേകം താല്പര്യപ്പെടുകയാണു്. താമസംവിനാ ഈ ബോട്ട സർവീസും ട്രാൻസ്പോർട്ട ഡിപ്പാർട്ടുമെൻറിന്റെ കീഴിൽ സമാരംഭിക്കപ്പെടുമെന്നും പൊതുവേ ഗവണ്മെൻറിനു് ലാഭകരവും ജനങ്ങൾക്കു് ഉപകാരപ്രദവും ആയിത്തീരുമെന്നും പ്രത്യാശിച്ചുകൊണ്ടു് ഈ ഖണ്ഡനോപക്ഷേപത്തെ ബലമായി അനുകൂലിച്ചുകൊള്ളുന്നു.

MR. THARIATHU KUNJITHOMMEN: സർ, ഞാൻ ഈ ഉപക്ഷേപത്തെ പിൻതാങ്ങുന്നു. സംസ്ഥാനത്തു നെടുനീളെ സഞ്ചരിക്കുന്നതിനു് വേണ്ട സൗകര്യമുണ്ടാക്കേണ്ടതു് ജനങ്ങളുടെ സൗകര്യത്തിനും തൊഴിൽ അഭിവൃദ്ധിക്കും രാജ്യത്തിന്റെ നാഗരീകതയുടെ പുരോഗതിക്കും ഏറെറവും അത്യാവശ്യമായ ഒരു കാര്യമാണു്. ക്ലിപ്തസമയത്തും ക്ലിപ്ത തുക ചെലവു ചെയ്തും തല്പ്രസ്ഥാന നഗരിയിലെത്താമെന്നു വടക്കൻ തിരുവിതാംകൂറിലുള്ളവർക്കു് വിശ്വസിച്ചു് പുറപ്പെടാൻ ഇപ്പോൾ നിവൃത്തിയില്ലാതാണിരിക്കുന്നതു്. വടക്കൻ തിരുവിതാംകൂറിലേക്കു റയിൽവേ തുറക്കാത്തപക്ഷം

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[Mr. Thariathu Kunjitommen.]

കരമാർഗ്ഗമായാലും ജലമാർഗ്ഗമായാലും ഒരു ക്ലിപ്ത തുക ചെലവു ചെയ്ത് ഒരു ക്ലിപ്തസമയത്തു് തലസ്ഥാനനഗരിയിൽ എത്തത്തക്കവണ്ണം ഗവണ്മെൻറ് ട്രാൻസ്പോർട്ട് ഏറെറടുക്കേണ്ടതാണ്. ട്രാൻസ്പോർട്ട് പദ്ധതി തുടങ്ങിയപ്പോൾ ഇതു ജനങ്ങൾക്കു പ്രയോജനപ്രദമാണോ എന്നും ഗവണ്മെൻറിലേക്കു ആദായം ഉണ്ടാകുമോ എന്നും എല്ലാം സംശയമുണ്ടായിരുന്നു. ഇന്നു് അതു ജനങ്ങൾക്കു സൗകര്യപ്രദവും ഗവണ്മെൻറിനു് ആദായമുണ്ടാക്കിക്കൊണ്ടിരിക്കുന്നതും ആണെന്നു് ബോദ്ധ്യപ്പെട്ടു കഴിഞ്ഞു. അതുകൊണ്ടു് ഗവണ്മെൻറ് ട്രാൻസ്പോർട്ട് പദ്ധതി രാജ്യം മുഴുവനും നടപ്പാക്കുന്നതിൽ ജനങ്ങൾക്കു സന്തോഷമേയുള്ളൂ. എല്ലാ ഭാഗങ്ങളും ഗവണ്മെൻറ് ഏറെറടുത്തില്ലെങ്കിലും തിരുവിതാംകൂറിൻറെ വടക്കേ അറ്റമായ അരൂർ മുതൽ കൊല്ലംവരെ ഉള്ള ജലമാർഗ്ഗം ഗവണ്മെൻറ് ഏറെറടുത്തു നടത്തുകതന്നെ വേണം. ആദായകരമാണെന്നു കണ്ടാൽ പിന്നീടു് എല്ലാം എടുത്തു നടത്തുകയും ചെയ്യാം. അതുപോലെതന്നെ കരമാർഗ്ഗമായും ഉണ്ടു തിരുവിതാംകൂറിലുള്ള ട്രാൻസ്പോർട്ട് മെയിൻ ലൈൻ ഗവണ്മെൻറ് ഏറെറടുക്കേണ്ടതാണ്. ജനങ്ങൾക്കു സൗകര്യക്കുറവാണെന്നു കാണുമ്പോൾ മാറുള്ള ലൈനിലെ ട്രാൻസ്പോർട്ടുപോലും ഗവണ്മെൻറ് ഏറെറടുക്കണമെന്നു ജനങ്ങൾ ആവശ്യപ്പെടും. അന്നു് ഓരോന്നായി ഗവണ്മെൻറ് ഏറെറടുത്താൽ മതി.

ജലമാർഗ്ഗ ട്രാൻസ്പോർട്ട് ഗവണ്മെൻറ് ഏറെറടുക്കുന്നതുകൊണ്ടു് ടയറിനും ആയിലിനും റോഡു് ട്രാൻസ്പോർട്ടുപോലെയുള്ള ചെലവു് ഉണ്ടാകുന്നതല്ല. ചെലവു് കുടിയാലും കുറഞ്ഞാലും ഒരു ക്ലിപ്തസമയത്തു് ക്ലിപ്തദൂരത്തുള്ള രാജധാനിയിൽ വന്നെത്താം എന്നൊരു സൗകര്യം ഗവണ്മെൻറ് ട്രാൻസ്പോർട്ട് നടത്തുന്നപക്ഷം പൊതുജനങ്ങൾക്കു കിട്ടുന്നതാണു്. ഇപ്പോൾ ഒരു സ്ഥലത്തുനിന്നും പുറപ്പെട്ടു് മറെറാരു സ്ഥലത്തു വന്നുചേരുമ്പോൾ ബസ്സും ബോട്ടും കിട്ടാതെ അവിടെതന്നെ താമസിക്കേണ്ടിവരുന്നു. അഞ്ചലും മെയിലും ബസ്സുകൾ ഒഴിച്ചു് ബാക്കി ഒന്നുംതന്നെ സമയത്തിനു ഓടാതേ അവക്കു ബോധിച്ച സമയത്തിനു ഓടിക്കയും അവക്കു ബോധിച്ച ക്രൂവി വാങ്ങിക്കയും ചെയ്കയാണു്. അതുകൊണ്ടു് കഴിയുന്നതും വേഗത്തിൽ രാജ്യത്തിനു നെടുകേ ഒരു ബോട്ടു സർവീസു് ഗവണ്മെൻറ് ഏറെറടുത്തു നടത്തണം.

MR. M. SIVATHANU PILLAI: I was surprised to hear certain observations made incidentally by the mover of the motion, Mr. P. S. Mahomed and by Mr. T. C. Kesava Pillai to the effect that the

LIBRARY ARCHIVES Kerala Legislative Assembly

Government should more or less take up the postition of joining hands with the present owners of these vehicles and form a Syndicate with them to run bus-service in those lines run by private owners.

MR. P. S. MAHOMED: ഞാൻ അങ്ങനെ പറഞ്ഞിട്ടില്ല. ഗവണ്മെന്റതന്നെ നടത്തണം എന്നാണ പറഞ്ഞിട്ടുള്ളത്.

MR. M. SIVATHANU PILLAI: I was listening to the speech and I understood him today like that and the Chair also intervened and asked him to clear his position. Though he was vague during the former portion of his speech subsequently he made his position clear. But Mr. T. C. Kesava Pillai observed that it will be very easy for Government to join hands with the owners of these boats to form a syndicate as it were. Sir, I am opposed to it. It is fundamentally a wrong principle. In this matter of public conveyance, Government have got a fundamental duty to the public at large. It is the elementary duty of the Government to provide cheap and convenient means of transport. It does not matter whether the service is run at a gain or loss. The Shencottah-Quilon railway is run at a loss. Still the Government are continuing that line. So there is no question of profit or loss. Government have realised that the public should be provided with cheap and convenient means of transport. Government alone have got a monopoly of these highways and as such they have not to stop and think whether it is convenient to the owners of the vehicles to assume transport service. Government can assume their monopoly right in the highways both land and water. The monopoly is with the Government and not with the private owners. From the fact that ever so many conditions are to be observed to run a line when a license is issued to the owners, it is clear that the Government have got the monopoly of these highways. As Mr. Kunjithommen suggested there should be one line beginning from Cape Comorin to Aroor. A passenger starting from Cape Comorin must be able to reach Aroor, the northern—most corner of the State, though not in the same bus, in one continuous link of buses. There may be some loss of time and inconvenience for the purpose of change at different stations. So also a boat service from Quilon to Alleppey and right up to Ernakulam may be taken up by Government. That will ensure safety and convenience and the travelling public can be confident that they can reach a particular place at such and such a rate and time. Even if it is a question of loss as they are now suffering in the case of the Shencottah—Quilon railway line, it is up to the Government to suffer it. Private owners may say that it is not proper to take up these lines so suddenly without giving them previous intimation. Our responsive Government presided over by a legal luminary as you Sir, have declared during the course of adumberating this transport policy about 2 years back that they are having in view the gradual increase of Government owned services. Government have already given them a warning to the private owners that they will, in the course of one or two years, have to give up all the lines to Government. So the bus owners cannot now complain that they are now taken by surprise. With these words, I support the motion.

LIBRARY ARCHIVES Kerala Legislative Assembly

MR. KAINIKKARA M. PADMANABHA PILLAI: I also rise to support this motion. Two years ago, when Government placed before this House their scheme for initiating commercial transport and making a small experiment by taking up the line between Nagercoil and Trivandrum it was attacked with optimistic forecasts and intentional misrepresentations. We know that even during the last Political agitation one of the war cries was the transport But this year, from the beginning of this session, we have been hearing demands from the non-official members for extending the commercial transport to the northern most part of Travancore. (*Hear, Hear.*) Now, Sir, the honourable mover has moved that the scheme be extended not only along the road but also along the waters and that boat service also should be nationalised. One of the most important factors that attracts a traveller in Travancore is the richness of her backwaters and the net work of her canals which makes inland navigation possible from one end of the State to the other. As pointed out by Mr. M. L. Janardhanan Pillai, private owners began navigation several years ago when there was no idea on the part of the Government to enter into the field. Our experience so far on land routes has proved that it is a success. In spite of the irresponsible utterance of a newspaper that 13 per cent. is not a profit and even that it is merely an amount cooked up and that the result would be quite deplorable when realities are brought to notice, every reasonable man has been convinced that transport has been a success not only from the public utility point of view but also from the financial point of view and it is demanded that Government extend its operation to canals also. The industrial and commercial development of this country is inseparably correlated to an efficiently run transport service. It must be regular, it must be safe and it must be punctual. As for safety, Mr. M. L. Janardhanan Pillai has pointed out a recent tragedy. When one thinks of boat service he is reminded of one of the darkest tragedies which is connected with the sad demise of Mr. Kumaran Asan in a boat accident. That is a dark piece of history connected with the navigation in Malabar. So much for security. As for punctuality and regularity the same criticisms can be levelled against boat services as against the motor services on land routes.

One thing that deserves particular recognition in the case of backwaters and canals is, the cheapness of the transport. The one most important thing that an agriculturist or an industrialist require is a mode of conveying his articles at the cheapest cost and there is no mode of conveyance which can compare with water traffic in cheapness. Therefore, Sir, it is certainly the duty of Government to take up the question of navigation in inland waters and to run it most reliably, conveniently, and cheaply for the sake of the agriculturists With these words, I support the motion.

MR. P. KUNJUKRISHNAN: Sir, I rise to support this motion. Sir it is high time that the boat services are taken up by Government and a direct route opened up to the northern frontiers of the State. It was announced some time ago that there was an idea of taking up the boat

LIBRARY ARCHIVES Kerala Legislative Assembly

services. But so far this has not been effected. Now, Sir, it is a fact that the behaviour of the employees in private vehicles towards passengers is not at all satisfactory. So for as I know, there has not been any room for complaint with regard to the young graduates employed in the Transport Service as conductors and checking inspectors. All those who have been travelling in the boat service must have been struck by the fact that they are more or less put to some sort of inconvenience by the several employees concerned. So, on this ground mainly I would urge on the Government the necessity of taking over the boat services.

Then, with regard to the question of profit and loss I may suggest that it does not arise here especially in the Transport Services. To my mind it is a public utility service and we do not mind whether we earn or not. Our concern must be that public comfort is looked into and if we are able to serve the public that is enough, I must say, more than enough. If the boat service and other lines on land are taken up by the Government, we can have a voice here and represent matters and complaints regarding those services. Now, as matters stand at present, however much we may complain regarding private services, we cannot generally represent matters inside the legislature. We have no direct approach on these matters. So on this ground, I may urge that these services should be taken up by the Government.

Though people had at first certain apprehensions regarding the success of the Transport Scheme, it is now proved that the department serves the actual needs of the people and that it adds to their comfort. Moreover, in the Transport Department we have some system, regularity and punctuality. We can depend upon it. We can depend upon the time when the buses start, we can depend upon the words which the employees give and we can depend upon the destination of the buses. Now there is a certainty as to when a bus will start and whether it will reach its destination or not. On this ground also I would urge the Government to take into their hands the entire Transport Service, of course, giving sufficient preparation time for private owners so that the actual needs of the people may be served. With these words I support the motion.

MR. KOTTALIL P. ABRAHAM: Sir, I can give only a qualified support to the motion that is now before the House. I fully agree with the principle underlying this motion, *viz.*, that Government should take up the whole water traffic of the State and nationalise the water transport. I also accept all the reasons urged by the honourable members in support of the motion.

My difficulty is of a practical kind. Now, it is only hardly two years since the Government have taken up the road transport. It has not completed its full programme in respect of the road transport and we cannot say that the experiment stage of the road transport system is over unless and until the Government establishes its reputation for having achieved a success in their programme by extending the State

LIBRARY ARCHIVES Kerala Legislative Assembly

[Mr. Kottalil P. Abraham.]

Transport system throughout the whole length and breadth of Travancore. And I trust that the Government will be able to achieve that success in due course. I submit that it will not be expedient financially to take up further experiments at this stage and invest more big amounts as the motion contemplates.....

MR. M. SIVATHANU PILLAI: Sir, one question. May I know what the member means when he says that the 'Government must establish its reputation ?'

MR. KOTTALIL P. ABRAHAM: Sir, I only meant that the Government should show to the public that the present Transport system is, after all, a complete success.

MR. KAINIKKARA M. PADMANABHA PILLAI: May I know what are the items which constitute a 'complete success'?

MR. KOTTALIL P. ABRAHAM: In the first place, the road transport should be extended to all the important roads in the State. There again, Sir, I may say that there are people who think that, unless some four or five years are over, we are not in a position to say whether we will be able to realise the value of the buses, There are some people who apprehend that, until some more time is over, the capital invested .....

PRESIDENT: What is your depreciation fund, Mr. Salter ?

MR. E. G. SALTER: Sir, I should think that it will be about Rs. 3½ lakhs by the end of this year.

MR. M. SIVATHANU PILLAI: Sir, I don't hear what the member says.

MR. E. G. SALTER: I said that the depreciation fund will be Rs. 3½ lakhs at the end of this year. By the end of 1115 it will be Rs. 5 lakhs.

MR. K. KUNJU PANICKER: Sir I support this motion. Our experience of the road transport has shown that it is a very successful piece of work undertaken by the Government. My view is that the Transport Department of the Government should turn out to be one of the major departments in the State. The whole land route up to the northern most limit should be taken under the control of the Government. This should be done not only on the road line but on the canal side also. On the canal side, though the traffic is cheaper as it is conducted by private owners, we are put to much difficulties. I myself have experienced in boat travels, at time, such disasters as the boats losing their rudders in the middle of the Ashtamudi lake. There have been many cases of boats stopping on account of the lack of kerosene-oil. That is the way in which the private owners conduct the boat services. They look to their private funds and neglect the convenience, of the people, who are contributing to their profit. This sort of irresponsibility in the matter of dealing with public conveyance, I submit, should be put a stop to by the Government. Government should, by undertaking the canal traffic, lessen the chance of the private owners troubling the travelling public. The canal services of the State from Aroor

LIBRARY ARCHIVES Kerala Legislative Assembly

up to Quilon and the midway services between Kottayam and Alleppey, and Kottayam and Quilon should be taken as early as possible under Government control. All the roads should be managed under the direction of the Government by the Transport department. That single department can manage the whole of this service. I submit that it is not sufficient for the Government to have taken up only a portion of the land route. If a full-fledged department is thrown open to manage the whole transport system, it would not be difficult for the Government to conduct the water conveyance also. The boats which are now used, it is said, are examined by certain persons with particular attention to the defects of the engines and the wooden portion of them. Though there might be *pro-forma* examination, we find that most of the boats are rotten to the very core. They are being run in spite of their defects because, of the connivance of those who are examining them I believe. If the service is taken up by the Government we can easily bring the hardships caused by such services to the notice of the Government; we can easily rectify the defects; because Government have the responsibility of responding to the complaints of the people.

From the standpoint of transmitting our products, both agricultural and industrial, I submit if the system is taken over by Government, it will be of great assistance to the people. The water traffic is the cheapest method of conveyance and if the Government are to take up the water transport there would be no practical difficulty. During the last civil disobedience movement, when the owners of the canoes service struck work, we were put to much difficulty in the matter of transporting the products. If the transport system were under the management of the Government no sort of malicious move for a strike could have been effectively undertaken by anybody. So, for the regular maintenance of our transport system, not only for the transport of passengers, but also, for the transport of our agricultural and industrial products, the boat service should be taken up by our Government. With these words, I resume my seat.

MR. DOMINIC JOSEPH: Sir, I support the motion. There are large and increasing demands on the public revenue of the State to satisfy the public demands regarding communications. For that, funds are necessary. If any increase in taxation is suggested, we, the representatives of the people on this side, would resist it with one voice. Therefore, it is incumbent on the Government to raise the funds in some manner as not to prejudice the interest of the large sections of the people.

Therefore, the running of industries like Transport, by Government, becomes indispensable. Water transport is cheaper and more profitable than land transport. The establishment charges will be much less. There will be no necessity to embark upon large schemes

LIBRARY ARCHIVES Kerala Legislative Assembly

[Mr. Dominic Joseph.]

like concrete roads. Therefore, as a commercial undertaking, water transport will be very profitable. So, viewing the matter from this aspect, I support the motion.

MR. E. G. SALTER: Sir, in opposing the motion, I submit that I do so not because I differ from the views of the mover or of the honourable members who supported the motion, or because Government are oblivious to the many complaints enumerated by the mover and elaborated upon by the various honourable members who supported him. I would just say that the question of the acquisition of water transport has and is engaging the attention of Government. May I also say, Sir, that the department has not been in operation for a period of 18 months yet? Please let us have a chance of developing; let us walk before we run. We have already started walking very fast. I can assure the honourable members that it is my honest intention, as the representative of the Transport department, to carry out the wishes, of the people, that have been so ably put forward in this House this afternoon.

PRESIDENT: Before putting the motion to vote, let me say, as one partly responsible for initiating the Transport scheme, that it is a matter of great gratification that there has not been one dissentient voice in this House with regard to the Transport Department itself, its potentialities, and the transport programme of the State. No doubt, like all human institutions, the Transport Department has been complained against in some particulars, and, probably, has its defects which may have to be rectified. But, as was very justly and legitimately observed, it has to be remembered that the Transport Department is an undoubted asset to the State. This House and the other House of the Legislature, representing the people of the State, would have a voice, not only on the floor of the House but, perhaps in course of time, through Committees constituted for the purpose, to bring about improvements in the working of the Transport Department.

Now, having said that, it is necessary for me to point out to the honourable House that, some time ago, I gave an undertaking to certain deputations that waited on me urging me not to be too precipitate in starting new schemes of transport. They pointed out that many large private interests would be jeopardised and were likely to be seriously damaged. I thereupon gave them the undertaking on behalf of the Government that, while Government were legally entitled to go ahead for two years from the date on which I gave that undertaking, no further or new transport lines would be taken up by Government for exploitation excepting those in regard to which a beginning had been made. Those two years expire in March 1940, so that, from March 1940 Government will be entitled to take upon itself the work of extending the land transport system throughout the State. Government intend to bring into existence a well-designed programme in order to effectuate that object, as it is now fairly clear that, from the financial and the convenience points of view, the system has justified its existence and may be said to be not only a *fait accompli* but a great success.

LIBRARY ARCHIVES Kerala Legislative Assembly

The question of water transport is both more simple and more complicated. It is more simple because, apart from the initial cost, there is not likely to be much recurrent cost. Ordinary replacements and repair in the case of motor boats are bound to be less than in the case of road vehicles whether run on diesel or on petrol. The difficulty is to decide whether the Government can, without setting up an independent organisation, take upon itself the task of running a department which will really be the nerve centre of the trade and commerce of the State. So far as *prima facie* considerations go, Government feel that it may be expedient to undertake this work. When they can do so, what the priliminary expenses would be, what arrangements would be necessary in order to see that nothing inequitable or unjust takes place in the case of those who are already handling that traffic, such are the matters which have to be considered. It may be possible for us, as a beginning, to purchase some if not all of the boats already in use provided they are fairly new. It might be possible also to enter into temporary arrangements pending the larger scheme.

All these aspects are under consideration; and, as Mr. Salter has stated, if Government are not now in a position to say 'yes', it is not because they do not want to say 'yes' but because they must consider deeply and deliberately and evolve a carefully thought out scheme so that they cannot only say 'yes', but do something definite and useful.

MR. P. S. MAHOMED: I withdraw the motion.

The motion was, by leave, withdrawn.

The following motions were not made:—

Motions Nos. 441-444.

MR. G. VELU PILLAI:

441. To reduce the allotment of Rs. 21,82,751 for P. Works by Re. 1.

MR M. L. JANARDANAN PILLAI:

442. To reduce the allotment of Rs. 24,79,693 for Buildings, Communications etc., by Re. 1.

MR. N. NARAYANA KURUP:

443. To reduce the allotment of Rs. 24,79,690 for Buildings, Communications etc., by Rs. 10.

MR. K. KUNJU PANICKAR:

444. To reduce the allotment of Rs. 24,79,690 for Buildings Communications etc., by Rs. 10.

Motion No. 445.

MR. N. NARAYANA KURUP: Sir, I beg to make the following motion:—

"To reduce the allotment of Rs. 24,79,690 for Buildings, communications etc., by Rs. 10."

LIBRARY ARCHIVES Kerala Legislative Assembly

[Mr. N. Narayana Kurup.]

I quite see, Sir, that the P. W. D. advisory Board will be constituted shortly. But, before the constitution of the Board actually takes up the work I would like just to mention two urgent needs of my constituency. Firstly, there is a big tank on the western side of the Ambalapuzha temple. It is about 1½ furlongs long and ½ a furlong wide.

PRESIDENT: The Board has already been constituted; only this House and the other have to elect the members. As such why should the constitution of the Board take any time? I should think that the honourable member is paying a tremendous compliment to the P W. D: because he really expects that, even before the Board is constituted, the P. W. Department can actually effect the works he has in view.

MR. N. NARAYANA KURUP: Yes Sir, the Department should finish this work atonce. Sir, this tank was actually being used by the people as a bathing tank till about 20 years back. Now it is full of water plants, which have become a breeding ground for mosquitoes. It is not possible for anybody to have access to the water; even the banks of the tanks are dirty, and more or less inaccessible. This tank is known as Puthen kulam. We have been repeatedly appealing to the Devaswom Department, to the P. W. D., and also to the Department of Public Health to see that this tank is put in proper use. This particular part of Ambalapuzha is very thickly inhabited, so that the tank in its present condition is actually a source of danger to the health of the people of Ambalapuzha. It is therefore highly essential that the department should take up the work immediately. Secondly, Sir, the Karoor Village trace from the Southern side of the Sri Krishna Temple, may be converted to a gravelled foot path next year. With these words, I move the motion.

MR. S. SESHA AIYAR: The work of improving this tank really belongs to the Devaswom Department. Anyhow, an investigation will be made.

MR. NARAYANA KURUP: Has the P. W. D. informally assured the representatives of the people that this matter will be considered?

MR. S. SESHA AIYAR: I have already stated, Sir, that an investigation will be made; if possible an estimate also will be prepared.

The motion was, by leave, withdrawn.

Motions Nos. 446 to 451.

The following motions were not made;—

MR. K. NARAYANAPERUMAL NADAR:

446. To reduce the allotment of Rs. 24,79,690 for Buildings, Communications etc., by Re. 1.

MR. THAMARAPALLIL KOCHUTHOMMEN:

447. To reduce the allotment of Rs. 3,20,870 for Original Works by Re. 1.

LIBRARY ARCHIVES Kerala Legislative Assembly

MR. S. NARAYANA PILLAI :

448. To reduce the allotment of Rs. 3, 20,870 for Original Works by Re. 1.

MR. S. NARAYANA PILLAI :

449. To omit the allotment of Rs. 4,400 for strengthening and extending Kallada flood banks near Mar Thoma Church below Kadavazha ferry.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI :

450. To reduce the allotment of Rs. 2,63,800 for Protective Irrigation by Re. 1.

MR. N. NARAYANA KURUP :

451. To reduce the allotment of Rs. 2,63,800 for Protective Irrigation by Rs. 10.

Motion No. 452.

MR. T. C. KESAVA PILLAI : I beg to make the following motion :—

To reduce the allotment of Rs. 2,63,800 for protective Irrigation by Re. 1.

It has been announced that a committee is to be appointed which will also investigate irrigation questions. Sir, there is another committee called the Irrigation Committee which has jurisdiction over the area under the Kodayar scheme. It is therefore highly necessary that there should be some definite understanding about the capital schemes to be undertaken within that area. At present the jurisdiction of the Irrigation Committee extents up to Parassala ; it covers the area under the Nagercoil P. W. D. Division Officer. We have been expecting large allotments for capital schemes. Unfortunately, several estimates are still pending sanction of Government. We are thankful to Government for sanctioning the investigation of the Perinjani scheme, and Chittar scheme and the Triparappu diversion scheme. The relative advantages on irrigation schemes in the place of the tank restoration scheme have been brought to the notice of Government. Within the last 10 or 15 years, we have had big capital schemes like the Neriamangalam-Pallivasal Road and the Neendakara bridge. I am sure that the moment the investigation of the Perinjani scheme and the Chittar scheme is completed, this Government will undertake those schemes also as they have not got many other capital schemes to work.

So, I wish just to draw the attention of Government to the necessity for defining the functions of the Irrigation Committee and those of the other independent committee that is now being constituted. The present committee may have no jurisdiction excepting the construction of roads so far as the Kodayar Project is concerned. What I am bringing to the notice of Government is about the co-extensive nature of the powers of the two committees in the same area. With these words I move my motion.

MR. S. SESHA AIYAR : Sir, the Advisory Committee that has been constituted will go into the question of works coming under the Kodayar Project as well as communication and irrigation works in other parts of Travancore. The Committee that already exists in South Travancore is being consulted by the Irrigation Division Officer and the Dewan Peishkar mainly with regard to the distribution of

LIBRARY ARCHIVES Kerala Legislative Assembly

[Mr. S. Sesha Aiyar.]

water. But during the course of their deliberations they may also discuss the priority of works that may be taken up within a particular year and their list may be placed before the Advisory Committee which is going to do comprehensive work. So, there will be no conflict between the two committees.

MR. T. C. KESAVA PILLAI: May I know which is more powerful?

PRESIDENT: All committees depend for their power upon the people who compose them. They can make them more or less powerful as the case may be.

MR. T. C. KESAVA PILLAI: I do not press the motion.

The motion was, by leave of the House, withdrawn.

Motion No. 454

MR. C. JEBAMONY NADAR: Sir, I move to reduce the allotment of Rs. 25,100 for Irrigation—Capital Accounts by Re. 1, to discuss the policy underlying and the rules for collection of water cess in areas coming under the Irrigation Project.

My object in moving this token motion is to point out the defective nature of the Tax Remission Rules. They make provision for karivu and tarisu remission. So far as karivu remissions are concerned they apply to all parts of the State but tarisu remissions as rules stand are meant only for certain parts of the State. It may so happen that owing to want of water or other causes beyond the control of the ryot he may not be able to cultivate the land. In such a case, the rule says "No; you are not entitled to get remission. On the other hand, supposing you wasted some money by actually cultivating the land knowing full well of a sure failure of the crops, then alone you are entitled to get remission." This aspect was brought to the notice of Government on various occasions. The other day I pointed out that for the Kanni crop of 1114, water was not supplied to certain channels coming under the Kodayar Project, namely, Colachel, Cheramangalam, Muttam and others. So, people were not able to raise cultivation and they applied for remission. But they were told that because the Tax Remission Rules did not contain the necessary provision, they were not entitled to get the remedy to which they were otherwise entitled. That was the reply which I got from the Chief Engineer. My submission is that it is really hard to ask a ryot to pay a water cess of Rs. 7 when the Government did not and could not supply water. As a matter of fact, the ryots in puthuval areas have had to cut down productive trees to bring the area under paddy cultivation; and thus such valuable trees as mango tamarind and the jack were removed years ago. Yet the Government continue to realise tree tax for these non-existing trees, because they were taxed by the settlement of 1082. In addition they are paying also land tax treating the land as dry. They can now raise only paddy cultivation on those lands and no dry cultivation is possible. The only difficulty that stands in the way of Government giving them remission is that the tax remission Rules do not permit to do so. This can be easily remedied. Just amend the rules. Ofcourse Government in

LIBRARY ARCHIVES Kerala Legislative Assembly

exercise of their power have been granting remissions on former occasions but some how or other this time that was not done so, for the time being, *i. e.* until the rules are amended. I would appeal to the Government to exercise their inherent powers under the Revenue Remission Rules and remit all rates for those areas which remained fallow during the Kanni crop of 1114. I also urge upon the Government to amend the Rules in such a way so that tarisu remissions may be allowed as a matter of right to all parts of the State when lands remain fallow because of causes beyond the control of the ryots. With these words I move the motion.

MR. M. SIVATHANU PILLAI: Sir the remission rules have got a very ancient history. Ever since the settlement operations were completed, there was a set of rules for remission and those rules contemplated only cases of karivu, where cultivation was raised, plants grew to a certain extent and for want of water they withered away. Recently, Sir, about a year back Government modified those rules and included within their purview cases of tarisu as well. That is cases of lands which were compelled to be left fallow were brought under the amended rules. As a result of the modification of the rules, the ryots suffered hardship. Before the amendment, by virtue of the old rules the ryots had a right to demand of Government remission of taxes in cases of karivu. But under the modified rules which included provisions for tarisu also, the ryots lost their former right altogether and Government said that remissions both for karivu and tarisu were only a matter of concession by Government. That is, remission cannot be claimed as a matter of right under the amended rules. It was fundamentally wrong on the part of Government to have taken away their right.

MR. M. RAMACHANDRA RAO: Has there been any instance where karivu remission has been applied for and refused by Government ?

MR. M. SIVATHANU PILLAI: Certainly the Government grants remission in cases of karivu. I am prepared gladly to concede that karivu remissions, when they are applied for, perhaps with the help of the Proverthicars whose greed is satisfied, are granted by Government. But with regard to tarisu, remission cannot be claimed as a matter of right. What is the practical effect ? In the old set of rules, evidently tarisu could not have been contemplated because it was thought that the Kodayar Project could never fail. Also to enforce compulsory cultivation tarisu was not provided for. But as a result of the change of seasons Government were convinced that tarisu remissions had to be given, but not as a matter of right. I submit that the ryot must be given a right to demand of the Government remission of tax, land tax and water cess in regard to the Kanni crop of 1114. In regard to the Kanni crop of 1114 in the Ayacut paddy fields under the Kodayar Project, which had to lie fallow people made representations to the respective pakuthi and taluk cutcherries. But what was the effect? The authorities did not make any report about them, because they think that tarisu remissions are not contemplated by the rules. The representations are still there. At this time of the year it is not possible to

LIBRARY ARCHIVES Kerala Legislative Assembly

Mr. M. Sivathanu Pillai.]

find out whether those lands were lying fallow or not. Government have to depend entirely on the representations made by the ryots to the authorities concerned and call for a report. What I mean to say, Sir, is that if the rules are properly modified the subordinates will not have the boldness to say that because there is no provision for tarisu they will not make an enquiry. So it is highly desirable, that Government take the matter into their serious consideration and see whether they cannot provide in the rules for cases of this kind, and remit both water cess and land tax. This is only a reasonable request. The ryots could not be asked to cultivate their lands because there is no water with which to cultivate. So it behoves any Government to accede to this demand. In cases of tarisu where the fault could not be laid at the door of the ryots, Government must certainly grant remission.

MR. D. FRANCIS : ஸர், இத்தப் பிரேமயத்தை நான் அனுகூலிக்கி றேன். தெக்கன் திருவிதாங்கூர் நிலங்களுக்கு, நிலக் காமும், வெள்ள வரியும் கொடுக்கப்படுகிறது. ஆனல் கடந்த ஐந்து வருஷகளாக புது வல் நிலங்களுக்கு வெள்ளம் கொடுக்கவில்லே. காரணம என்வென்றல் மழை பெய்யவில்லே. அணையில் வெள்ளம் இல்லே. அதனல் ஆற்றில் வெள் ளம் வரவில்லே. சில காலங்களில் வயல்களில் உழவுமில்லே, விதது விதைக் கவுமில்லே. இப்படியிருக்க ஏக்கர் ஒன்றுக்கு வெள்ளவரி 7 ரூபாய் வீதம் எல்லா வருஷங்களிலும் வாங்கிக் கொள்ளுகிறார்கள். வெள்ளம் கொடுக் காமலிருக்குமபோது வெள்ளத்துக்குக் காம் எப்படி வாகலாம்.

பூமிக்காம் கொடுக்கப்படுகிறது. நிலம் திருத்துவதறக்காக தறித்து முற்றத் மாற்றப்பட்டிருந்த தென்னே, புளி, புன்னே, மாவு, பிலாவு முதலிய மரங்களுக்கும் உண்டாயிருந்த காமும் பூமிக்காத்தோடு சேர்த்துக் கொடுக்கப்படுகிறது. இப்படி நியாயமில்லாமலுள்ள நிலக்க ரமெல்லாம் கொடுத்தும், வெள்ளம் கொடுக்காமல் வெள்ளவரி ஈடாக்கு கிறது மிகவும் வருத்தமான காரியம்.

ஒரு வாளியுமாக இருந்த கெஜட்டு இப்போது இரண்டு வாளியு மாக பிரசுரப்படுத்தப்படுகிறது. முதலாவது வாளியும் சர்க்கார் சம்பந் தித்த பரசியமும், இரண்டாவது வாளியும் கிருஷிக்காரர்களுடைய நில ங்களே ஏலத்தில விற்கிற பரசியமுமாம். வெள்ளம் சப்லே செய்யாமல் வெள்ளவரி எப்படி வாங்கலாமென்று கேட்டால் தரிசு நிலங்களுக்கும் வெள்ளவரி வாங்கவேண்டுமென்ற சட்டம் இருப்பதால், வெள்ளம் விடா மல் இருந்தாலும் வெள்ளவரி வாங்குவோமென்று அதிகாரிகள் சொல்லு கிறார்கள், சங்கதி இப்படியே இருந்தால் சில வருஷங்களுக்குள் கிரு ஷிக்காரர்கள் வீடுவிட்டு ஓடிப் போவார்கள். அதனல் அடுத்த வருஷத் துக்காம் வசூல் பண்ணுவதற்கு முன் அதாவது 1115-ம் மாண்டில் தானே பழய சட்டததை ரத்துபண்ணி வெள்ளம் கொடுக்காமல்வெள்ள வரி வாங்கப்படாது என்று சட்டத்தைப் பாசக்கிவிடவேண்டியது. இவ் வளவும் பேசிக்கொண்டு இந்தப் பிரேமயத்தை அனுகூலிக்கிறேன்.

MR. T. C. KESAVA PILLAI : It is the duty of Government from a moral view point that they should grant reduction of water cess for areas coming under the Irrigation Project. Just as a reduction has been made in the case of land-tax a remission of tax is necessary for lands where no water was available for cultivation. From a perusal of

LIBRARY ARCHIVES Kerala Legislative Assembly

the proceedings of the Assembly as well as the old Sri Mulam Popular Assembly, one could see that during certain periods alone, this concession was asked for from Government. For the last 7 years, seasons have failed and consequently there was no water in the dam. As a result of the failure of the rains, lands were allowed to lie fallow. There was also failure of crops. The Government were placed in a very difficult situation. Yesterday I had been to my constituency. I found the poor ryots cultivating their lands without adequate water. What little water was available for them, they utilised it for cultivation. Suppose there had been no water for irrigation facilities. The people will have to depend on the supply of rain water for purposes of cultivation. It is in that attitude the ryots of those places utilise the water available there for the purpose of cultivation. I want to impress on the attention of Government that there should be a sort of understanding with the ryot population and treat their grievances with a sort of paternal feeling. Otherwise, Government will only be executing the ryots. We know the Gazette publications containing thousands and thousands of acres of lands that are being auctioned every week. The ryots are under the impression that the representatives of the people are not voicing forth their grievances. On the other hand we are ventilating the grievances of the ryots wherever necessary. The Revenue Commissioner is a sympathetic officer ; but he is showing only lip sympathy. When he takes the pen in his hand, he really executes the ryots. That is what we actually see. The Government should be pleased to grant remissions for *tharisu* as well as *karivu* lands in such a way as to benefit the ryots Discretionary powers vested in the revenue authority should also be given to the P. W. D. authorities. Both the P. W. D. and the Revenue authorities should make a joint inspection of areas that are under *tharisu* and *karivu* categories. There are also certain lands which were converted on account of *tharisu*. Certain paddy lands were converted into garden lands and they are now growing cocoanut, mango jack etc. Taxation for these is very high. The poor ryot who is not cultivating the land on account of *tharisu* has to pay tax to Government. That has to be remedied I also want to urge that P. W. D. officers may be entrusted to see that no conversions take place near the Erattakara channel which has an area of some 2000 acres. In this connection I may join with the mover in requesting Government to revise the rules for the collection of water cess in areas coming under the Irrigation Project and also to modify the Tharisu rules for the benefit of manamary areas in Valavancode Taluk.

MR. M. RAMACHANDRA RAO : Sir, as pointed out by the previous speakers it is true that a remission was granted for lands which were under *tharisu* and *karivu*. The Kodayar Project was planned with a view to provide water for the cultivation of a certain number of acres. A certain number of channels was also provided as feeders for taking the water for distant places. That arrangement was a success for a good number of years. For the last

LIBRARY ARCHIVES Kerala Legislative Assembly

[Mr. M. Ramachandra Rao.]

five or six years there were not enough rains in the country. Consequently, there was not enough supply of water in the dam for irrigating the lands under the Kodayar Project. Such a State of affairs naturally led to complaints from the ryots. Those complaints were only during the last five or six years. As a result of representations on this matter, Government were kind enough to grant reasonable remissions to the Nanjinad cultivators.

By reason of scarcity of water, certain lands were converted into garden lands. For such lands the rate of taxation was land tax plus seven rupees water cess per acre. The system of supplying water for purposes of irrigation rests with the P. W. D. authorities and the collection of tax is being done by the revenue authorities. It is not possible for the P. W. D. to say in what survey numbers particular lands lie and to what lands, water is urgently required. They are only responsible for the supply of water, and to control the supply. During my last circuit, I visited the lands in Neendakara and Cape Comorin pakuthies and found that they were some lands not fit for cultivation purposes on account of want of sufficient water. All the same, I cannot say, that all the lands were in need of water. In certain places, there was enough water for partial cultivation. Such of the ryots as were entitled to remission under rules were allowed such remissions.

Regarding the revision of rules, I submit that this very subject came up for discussion last time. I said that the matter would be looked into. Since then, I got the rules obtaining in Cochin, Mysore and Madras in respect of this matter. Unfortunately those rules do not go farther than ours. Their rules simply say that whenever lands lie fallow, such lands will get half remissions. Whereas in our place Government have sanctioned remissions and special remissions also. That is the position in Travancore.

PRESIDENT: The time allotted for discussion on the grant now elapses. The question before the House is that a grant of Rs. 58,88,962 be made under Demand XI—Public Works Department including Water Works and Drainage.

The motion was put and carried and the grant was made.

Motions Nos. 455 to 457.

The following motions were not moved, the time allotted for the Demand having expired:

DEMAND XII—ELECTRICITY AND TELEPHONE.

MR. K. P. P. MENON: Sir, I move for a grant of Rs. 26,80,256 under Demand XII Electricity and Telephone.

The following motions were not moved and the Demand was passed and the grant made without discussion.

Motion No. 468.

MR. P. S. MAHOMED:

To reduce the allotment of Rs. 19,698 for Establishment by Rs. 10.

Motion No. 469.

MR. THAMARAPALLIL KOCHUTHOMMEN:

To reduce the allotment of Rs. 528 for Travelling Allowance by Re. 1.

LIBRARY ARCHIVES Kerala Legislative Assembly